

RESOLUTION NUMBER 2023-42

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP NO. 38667 FOR THE SUBDIVISION OF 887.3 ACRES OF LAND INTO 14 NUMBERED PARCELS FOR FUTURE DEVELOPMENT FOR PROPERTY GENERALLY LOCATED EAST OF REDLANDS BOULEVARD, SOUTH OF THE SR-60 FREEWAY, WEST OF GILMAN SPRINGS ROAD, AND NORTH OF THE SAN JACINTO WILDLIFE AREA.

WHEREAS, the City of Moreno Valley (“City”) is a general law city and a municipal corporation of the State of California, and

WHEREAS, the City entered into a Development Agreement (“Development Agreement”) in 2020 regarding the development of the World Logistics Center, which, in relevant part, contemplated the improvement of the subject property for purposes of completing the structures, improvements and facilities composing the development and operation of the property; and the subdivision of the subject property. Pursuant to Section 4.5 of the Development Agreement, the term of any subdivision or parcel map processed on all or any portion of the subject property shall be extended until the expiration of the term of the Development Agreement, which is generally 15 years from the effective date of the Development Agreement, but may be extended an additional 10 years upon certain occurrences; and

WHEREAS, subsequent to entering into the Development Agreement, Stantec, (“Applicant”) submitted an application for a Tentative Parcel Map No. 38667 (PEN23-0031) for approval to subdivide 887.3 acres of land into 14 numbered parcels for future development and public improvements (“Proposed Project”) for property generally located east of Redlands Boulevard, south of the SR-60 Freeway, west of Gilman Springs Road, and north of the San Jacinto Wildlife Area (“Project Site”); and

WHEREAS, the Proposed Project has been evaluated in accordance with Chapter 9.14 (Land Divisions) of the Municipal Code with consideration given to the City’s General Plan, Zoning Ordinance, and other applicable laws and regulations; and

WHEREAS, Chapter 9.14 (Land Division) of the Moreno Valley Municipal Code imposes conditions of approval upon projects for which a Tentative Parcel Map is required, which conditions may be imposed by the Planning Commission to address on-site improvements, off-site improvements, the manner in which the Project Site is used, and any other conditions as may be deemed necessary to protect the public health, safety, and welfare and ensure that the Proposed Project will be developed in accordance with the purpose and intent of Title 9 (Planning and Zoning) of the Municipal Code; and

WHEREAS, consistent with the requirements of Chapter 9.14 (Land Divisions) of the Municipal Code, at the public hearing the Planning Commission considered Conditions of Approval to be imposed upon Tentative Parcel Map 38667 (PEN23-0031),

which conditions were prepared by Planning Division staff who deemed said conditions to be necessary to protect the public health, safety, and welfare and to ensure the Proposed Project will be developed in accordance with the purpose and intent of Title 9 (Planning and Zoning) of the Municipal Code; and

WHEREAS, pursuant to the provisions of Section 9.02.200 (Public Hearing and Notification Procedures) of the Municipal Code and Government Code Section 65905, a public hearing was scheduled for September 28, 2023, and notice thereof was duly published, posted, and mailed to all property owners of record within 600 feet of the Project Site; and

WHEREAS, on September 28, 2023, the Planning Commission continued the consideration of the Proposed Project and public hearing to October 12, 2023 at the request of the applicant; and

WHEREAS, on October 12, 2023, the public hearing to consider the Proposed Project was duly conducted by the Planning Commission, at which time all interested persons were provided with an opportunity to testify and present evidence; and

WHEREAS, at the public hearing, the Planning Commission considered whether each of the requisite findings specified in Section 9.14.070 of the Municipal Code and set forth herein could be made concerning the Proposed Project as conditioned by Conditions of Approval; and

WHEREAS, on October 12, 2023, in accordance with the provisions of the California Environmental Quality Act (CEQA¹) and CEQA Guidelines², the Planning Commission has determined that environmental clearance and analysis for the proposed application is provided by the Revised Final Environmental Impact Report (RFEIR), for the World Logistics Center. The RFEIR was approved by the City Council in June 2020 (State Clearinghouse No. 20122021045). In accordance with CEQA Guidelines Section 15162, the Proposed Project does not present a substantial change or new information that would require further CEQA analysis. The environmental impacts associated with the development of the Proposed Project were contemplated by the certified Revised Final Environmental Impact Report (the "RFEIR") for the World Logistics Center and were fully analyzed and mitigated therein. No new CEQA documentation is necessary for the Proposed Project.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals and Exhibits

That the foregoing Recitals and attached exhibits are true and correct and are hereby incorporated by this reference.

¹ Public Resources Code §§ 21000-21177

² 14 California Code of Regulations §§15000-15387

Section 2. Notice

That pursuant to Government Code Section 66020(d)(1), notice is hereby given that the proposed project is subject to certain fees, dedications, reservations, and other exactions as provided herein, in the staff report and conditions of approval (collectively, “Conditions”); and these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the ninety-day approval period in which you may protest these fees, dedications, reservations, and other exactions, pursuant to Government Code Section 66020(a), has begun.

Section 3. Evidence

That the Planning Commission has considered all evidence submitted into the Administrative Record for the Proposed Project, including, but not limited to, the following:

- (a) Moreno Valley General Plan and all other relevant provisions contained therein;
- (b) Title 9 (Planning and Zoning) of the Moreno Valley Municipal Code and all other relevant provisions referenced therein;
- (c) Application for Tentative Parcel Map No. 38667 (PEN23-0031) and all documents, records and references contained therein;
- (d) The Development Agreement;
- (e) Conditions of Approval for Tentative Parcel Map No. 38667 (PEN23-0031) attached hereto as Exhibit A;
- (f) Staff Report prepared for the Planning Commission’s consideration and all documents, records, and references related thereto, and Staff’s presentation at the public hearing;
- (g) Testimony, and/or comments from Applicant and its representatives during the public hearing; and
- (h) Testimony and/or comments from all persons provided in written format or correspondence, at, or prior to, the public hearing.

Section 4. Findings

That based on the foregoing Recitals and the Evidence contained in the Administrative Record as set forth above, the Planning Commission makes the following findings in approving the Proposed Project:

- (a) That the proposed land division is consistent with the General Plan;
- (b) That the design or improvement of the proposed land division is consistent with applicable general and specific plans;
- (c) That the site of the proposed land division is physically suitable for the type of development;
- (d) That the site of the proposed land division is physically suitable for the proposed density of the development;
- (e) That the design of the proposed land division or the proposed improvements are not likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat,

- (f) That the design of the proposed land division or the type of improvements are not likely to cause serious public health problems;
- (g) That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision;
- (h) That the proposed land division is not subject the Williamson Act pursuant to the California Land Conservation Act of 1965;
- (i) That the proposed land division and the associated design and improvements are consistent with applicable ordinances of the city;
- (j) That the design of the land division provides, to the extent feasible, for future passive or natural heating and cooling opportunities in the subdivision;
- (k) That the effect of the proposed land division on the housing needs of the region were considered and balanced against the public service needs of the residents of Moreno Valley and available fiscal and environmental resources;

Section 5. Approval

That based on the foregoing Recitals, Evidence contained in the Administrative Record and Findings, as set forth herein, the Planning Commission hereby approves the Proposed Project subject to the Conditions of Approval for Tentative Parcel Map No. 38667 (PEN23-0031), attached hereto as Exhibit A.

Section 6. Environmental Review

That environmental clearance and analysis for the proposed application is provided by the Revised Final Environmental Impact Report (RFEIR), for the World Logistics Center. The RFEIR was approved by the City Council in June 2020 (State Clearinghouse No. 20122021045). In accordance with CEQA Guidelines Section 15162, the Proposed Project does not present a substantial change or new information that would require further CEQA analysis. The environmental impacts associated with development of the Proposed Project were contemplated by the certified Revised Final Environmental Impact Report (RFEIR), for the World Logistics Center and were fully analyzed and mitigated therein. No substantial changes have occurred with respect to the circumstances under which the proposed project will be implemented, which will require modifications or revision to the RFEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects and there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the RFEIR was certified, has become available that shows any of the following: (a) the project will have one or more significant effects not discussed in the RFEIR; (b) significant effects previously examined will be substantially more severe than shown in the RFEIR; (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the City declines to adopt the mitigation measure(s) or alternative(s);

or (d) mitigation measures or alternatives which are considerably different from those analyzed in the RFEIR would substantially reduce one or more significant effects on the environment, but the City declines to adopt the mitigation measure or alternative. No new CEQA documentation is necessary for the Project.

Section 7. Repeal of Conflicting Provisions

That all the provisions as heretofore adopted by the Planning Commission that are in conflict with the provisions of this Resolution are hereby repealed.

Section 8. Severability

That the Planning Commission declares that, should any provision, section, paragraph, sentence or word of this Resolution be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words of this Resolution as hereby adopted shall remain in full force and effect.

Section 9. Effective Date

That this Resolution shall take effect immediately upon the date of adoption.

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Section 10. Certification

That the Secretary of the Planning Commission shall certify to the passage of this Resolution.

PASSED AND ADOPTED THIS 12th day of OCTOBER 2023

CITY OF MORENO VALLEY
PLANNING COMMISSION

Alvin DeJohette, Chairperson

ATTEST:

Sean P. Kelleher,
Community Development Director

APPROVED AS TO FORM:

Steven B. Quintanilla,
Interim City Attorney

Exhibits:

Exhibit A: Tentative Parcel Map 38667 (PEN23-0031) Conditions of Approval

Exhibit A

Tentative Parcel Map 38667(PEN23-0031) Conditions of Approval

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Tentative Parcel Map (PEN23-0031)

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CITY OF MORENO VALLEY
CONDITIONS OF APPROVAL
Tentative Parcel Map (PEN23-0031)
APN: 488350056

APPROVAL DATE:

EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. This approval is for Tentative Parcel Map 38667 (PEN23-0031) of the World Logistics Center business park (re-parcelization of approximately 887.3 acres of vacant land into 14 industrial lots and public and private streets) for development of the first phase of the World Logistics Center business park. A change or modification to the land use or the approved site plans may require a separate approval. Prior to any change or modification, the property owner shall contact the City of Moreno Valley Community Development Department to determine if a separate approval is required.
2. Pursuant to Sections 1.20 (Subsequent Development Approvals Definition), 1.22 (Term Definition), 3.5 (Term), and 4.5 (Terms of Maps and Other Project Approvals) of the World Logistics Center Development Agreement, approved and adopted via Ordinance No. 967, the Term of this Tentative Parcel Map 38667 (PEN23-0031) shall be the same as the Term of the World Logistics Center Development Agreement as set forth in Section 3.5 (Term) of the World Logistics Center Development Agreement.
3. This project is located within the World Logistics Center Specific Plan. The provisions of the specific plan, the design manual, their subsequent amendments, and the Conditions of Approval shall prevail unless modified herein. (MC 9.13)

Special Conditions

4. All site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval.
5. The site shall be developed in accordance with the approved tentative map on file in the Community Development Department -Planning Division, the Municipal Code regulations, General Plan, and the conditions contained herein. (MC 9.14.020)
6. Prior to recordation of the final subdivision map, the following documents shall be

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Tentative Parcel Map (PEN23-0031)

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submitted to and approved by the Planning Division which shall demonstrate that the project will be developed and maintained in accordance with the intent and purpose of the approval:

- a. The document to convey title
- b. Deed restrictions, easements, or Covenants, Conditions and Restrictions to be recorded

The approved documents shall be recorded at the same time that the subdivision map is recorded. The documents shall contain provisions for general maintenance of the site, joint access to proposed parcels, open space use restrictions, conservation easements, guest parking, feeder trails, water quality basins, lighting, landscaping and common area use items such as general building maintenance (apartments, condominiums and townhomes) tot lot/public seating areas and other recreation facilities or buildings. The approved documents shall also contain a provision, which provides that they may not be terminated and/or substantially amended without the consent of the City and the developer's successor-in-interest. (MC 9.14.090)

In addition, the following deed restrictions and disclosures shall be included within the document and grant deed of the properties:

- a. The developer and homeowners association shall promote the use of native plants and trees and drought tolerant species.
 - b. All lots designated for open space and or detention basins, shall be included as an easement to, and maintained by a Homeowners Association (HOA) or other private maintenance entity. All reverse frontage landscape areas shall also be maintained by the onsite HOA. Language to this effect shall be included and reviewed within the required Covenant Conditions and Restrictions (CC&Rs) prior to the approval of the final map.
 - c. Maintenance of any and all common facilities.
 - d. A conservation easement for lettered lots shall be recorded on the deed of the property and shown on the final map. Said easement shall include access restrictions prohibiting motorized vehicles from these areas.
 - e. Oleander plants or trees shall be prohibited on open space lots adjacent to multi-use trails.
7. All undeveloped portions of the site in perpetuity shall be maintained in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)
 8. All public improvement plans submitted as part of the final map review, shall be consistent with the approved Western Edge Treatment Area Concept Plan improvements shown for Redlands Boulevard, Bay Avenue, and Merwin Street, as approved by Plot Plan PEN22-0196.

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Prior to Grading Permit

9. Prior to issuance of any grading permit, all Conditions of Approval and Mitigation Measures shall be printed on the grading plans.

COMMUNITY DEVELOPMENT DEPARTMENT

Building Division

10. The proposed non-residential project shall comply with the latest Federal Law, Americans with Disabilities Act, and State Law, California Code of Regulations, Title 24, Chapter 11B for accessibility standards for the disabled including access to the site, exits, bathrooms, work spaces, etc.
11. Prior to submittal, all new development, including residential second units, are required to obtain a valid property address prior to permit application. Addresses can be obtained by contacting the Building Safety Division at 951.413.3350.
12. Contact the Building Safety Division for permit application submittal requirements.
13. Any construction within the city shall only be as follows: Monday through Friday seven a.m. to seven p.m.(except for holidays which occur on weekdays), eight a.m. to four p.m.; weekends and holidays (as observed by the city and described in the Moreno Valley Municipal Code Chapter 2.55), unless written approval is first obtained from the Building Official or City Engineer.
14. The proposed development shall be subject to the payment of required development fees as required by the City's current Fee Ordinance at the time a building application is submitted or prior to the issuance of permits as determined by the City.
15. The proposed project will be subject to approval by the Eastern Municipal Water District and all applicable fees and charges shall be paid prior to permit issuance. Contact the water district at 951.928.3777 for specific details.
16. All new structures shall be designed in conformance to the latest design standards adopted by the State of California in the California Building Code, (CBC) Part 2, Title 24, California Code of Regulations including requirements for allowable area, occupancy separations, fire suppression systems, accessibility, etc.

FIRE DEPARTMENT

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Fire Prevention Bureau

17. All Fire Department access roads or driveways shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.060[G])
18. The Fire Department emergency vehicular access road shall be (all weather surface) capable of sustaining an imposed load of 80,000 lbs. GVW, based on street standards approved by the Public Works Director and the Fire Prevention Bureau. The approved fire access road shall be in place during the time of construction. Temporary fire access roads shall be approved by the Fire Prevention Bureau. (CFC 501.4, and MV City Standard Engineering Plan 108d)
19. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
20. Prior to construction, all locations where structures are to be built shall have an approved Fire Department access based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4)
21. Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3) a - After the local water company signs the plans, the originals shall be presented to the Fire Prevention Bureau for signatures. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Moreno Valley Fire Department prior to beginning construction. They shall be maintained accessible.
22. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)
23. Fire lanes and fire apparatus access roads shall have an unobstructed width of not less than twenty-four (24) feet and an unobstructed vertical clearance of not less than thirteen (13) feet six (6) inches. (CFC 503.2.1 and MVMC 8.36.060[E])
24. Prior to issuance of the building permit for development, independent paved access to the nearest paved road, maintained by the City shall be designed and constructed by the developer within the public right of way in accordance with City Standards. (MVMC 8.36.060, CFC 501.4)
25. The minimum number of fire hydrants required, as well as the location and spacing

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Tentative Parcel Map (PEN23-0031)

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- of fire hydrants, shall comply with the C.F.C., MVMC, and NFPA 24. Fire hydrants shall be located no closer than 40 feet to a building. A fire hydrant shall be located within 50 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3, MVMC 912.2.1)
26. Fire Department access driveways over 150 feet in length shall have a turn-around as determined by the Fire Prevention Bureau capable of accommodating fire apparatus. (CFC 503 and MVMC 8.36.060, CFC 501.4)
 27. During phased construction, dead end roadways and streets which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)
 28. If construction is phased, each phase shall provide an approved emergency vehicular access way for fire protection prior to any building construction. (CFC 501.4)
 29. The Fire Prevention Bureau is required to set a minimum fire flow for the remodel or construction of all commercial buildings per CFC Appendix B and Table B105.1. The applicant/developer shall provide documentation to show there exists a water system capable of delivering said waterflow for 2 hour(s) duration at 20-PSI residual operating pressure. The required fire flow may be adjusted during the approval process to reflect changes in design, construction type, or automatic fire protection measures as approved by the Fire Prevention Bureau. Specific requirements for the project will be determined at time of submittal. (CFC 507.3, Appendix B)
 30. Dead-end streets and/or fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround for fire apparatus.
 31. Prior to construction, all traffic calming designs/devices must be approved by the Fire Marshal and City Engineer.
 32. Prior to building construction, dead end roadways and streets which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)
 33. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Fire Prevention Bureau for review. Plans shall:
 - a. Be signed by a registered civil engineer or a certified fire protection engineer;
 - b. Contain a Fire Prevention Bureau approval signature block; and
 - c. Conform to hydrant type, location, spacing of new and existing hydrants and minimum fire flow required as determined by the Fire Prevention Bureau. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the

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Moreno Valley Fire Department prior to beginning construction. They shall be maintained accessible.

FINANCIAL & MANAGEMENT SERVICES DEPARTMENT

Moreno Valley Utility

34. This project requires the installation of electric distribution facilities. A non-exclusive easement shall be provided to Moreno Valley Utility and shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.
35. This project requires the installation of electric distribution facilities. The developer shall submit a detailed engineering plan showing design, location and schematics for the utility system to be approved by the City Engineer. In accordance with Government Code Section 66462, the Developer shall execute an agreement with the City providing for the installation, construction, improvement and dedication of the utility system following recordation of final map and concurrent with trenching operations and other improvements so long as said agreement incorporates the approved engineering plan and provides financial security to guarantee completion and dedication of the utility system.

The Developer shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City all utility infrastructure including but not limited to, conduit, equipment, vaults, ducts, wires (including fiber optic cable), switches, conductors, transformers, and “bring-up” facilities including electrical capacity to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility – collectively referred to as “utility system” (to and through the development), along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “utility services” to and within the project. For purposes of this condition, “utility services” shall mean electric, cable television, telecommunication (including video, voice, and data) and other similar services designated by the City Engineer. “Utility services” shall not include sewer, water, and natural gas services, which are addressed by other conditions of approval.

The City, or the City’s designee, shall utilize dedicated utility facilities to ensure safe, reliable, sustainable and cost effective delivery of utility services and maintain the integrity of streets and other public infrastructure. Developer shall, at developer's sole expense, install or cause the installation of such interconnection facilities as may be necessary to connect the electrical distribution infrastructure within the project to the Moreno Valley Utility owned and controlled electric distribution system.

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36. Existing Moreno Valley Utility electrical infrastructure shall be preserved in place. The developer will be responsible, at developer's expense, for any and all costs associated with the relocation of any of Moreno Valley Utility's underground electrical distribution facilities, as determined by Moreno Valley Utility, which may be in conflict with any developer planned construction on the project site.
37. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City fiber optic cable improvements consisting of fiber optic cable, splices and termination equipment to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all "fiber optic services" to and within the project.
38. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to Moreno Valley Utility fiber optic cable improvements consisting of conduit, and pull boxes to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all "fiber optic services" to and within the project.
39. This project may be subject to a Reimbursement Agreement. The Developer is responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project.
40. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to Moreno Valley Utility electric streetlight improvements consisting of streetlight poles, mast-arms, fixtures conduit, wiring, terminations and pull boxes to serve the identified development and other adjoining, abutting, or benefiting projects as determined by the Land Development Department along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all "street light services" to and within the project.

PUBLIC WORKS DEPARTMENT

Land Development

41. Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, shall be required prior to 90% security reduction or the end of the one-year warranty period of the public streets as approved by the City Engineer. If slurry is required, a slurry mix design shall be submitted for review and approved

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by the City Engineer. The latex additive shall be Ultra Pave 70 (for anionic) or Ultra Pave 65 K (for cationic) or an approved equal per the geotechnical report. The latex shall be added at the emulsion plant after weighing the asphalt and before the addition of mixing water. The latex shall be added at a rate of two to two-and-one-half (2 to 2½) parts to one-hundred (100) parts of emulsion by volume. Any existing striping shall be removed prior to slurry application and replaced per City standards.

42. The developer shall comply with all applicable City ordinances and resolutions including the City's Municipal Code (MC) and if subdividing land, the Government Code (GC) of the State of California, specifically Sections 66410 through 66499.58, said sections also referred to as the Subdivision Map Act (SMA). [MC 9.14.010]
43. Any applicable Mitigation Measures issued by the Planning Division shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plans.
44. The developer shall monitor, supervise and control all construction related activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:
 - (a) Removal of dirt, debris, or other construction material deposited on any public street no later than the end of each working day.
 - (b) Observance of working hours as stipulated on permits issued by the Land Development Division.
 - (c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.
 - (d) All dust control measures per South Coast Air Quality Management District (SCAQMD) requirements during the grading operations.Violation of any condition, restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedy as noted in City Municipal Code 8.14.090. In addition, the City Engineer or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.
45. Drainage facilities (e.g., catch basins, water quality basins, etc.) with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency escape shall also be provided.
46. In the event right-of-way or offsite easements are required to construct offsite improvements necessary for the orderly development of the surrounding area to meet the public health and safety needs, the developer shall make a good faith effort to acquire the needed right-of-way in accordance with the Land Development Division's administrative policy. If unsuccessful, the Developer shall enter into an

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agreement with the City to acquire the necessary right-of-way or offsite easements and complete the improvements at such time the City acquires the right-of-way or offsite easements which will permit the improvements to be made. The developer shall be responsible for all costs associated with the right-of-way or easement acquisition. [GC 66462.5]

47. If improvements associated with this project are not initiated within two (2) years of the date of approval of the Public Improvement Agreement (PIA), the City Engineer may require that the engineer's estimate for improvements associated with the project be modified to reflect current City construction costs in effect at the time of request for an extension of time for the PIA or issuance of a permit. [MC 9.14.210(B)(C)]
48. The developer shall protect downstream properties from damage caused by alteration of drainage patterns (i.e. concentration or diversion of flow, etc). Protection shall be provided by constructing adequate drainage facilities, including, but not limited to, modifying existing facilities or by securing a drainage easement. [MC 9.14.110]
49. Public drainage easements, when required, shall be a minimum of 25 feet wide and shall be shown on the map and plan, and noted as follows: "Drainage Easement – no structures, obstructions, or encroachments by land fills are allowed." In addition, the grade within the easement area shall not exceed a 3:1 (H:V) slope, unless approved by the City Engineer.
50. The maintenance responsibility of the proposed storm drain line shall be clearly identified. Storm drain lines within private property will be privately maintained and those within public streets will be publicly maintained.
51. The proposed private storm drain system shall connect to the existing storm drain main line. A storm drain manhole shall be placed at the right-of-way line to mark the beginning of the publicly maintained portion of this storm drain.
52. This project shall submit civil engineering design plans, reports and/or documents (prepared by a registered/licensed civil engineer) for review and approval by the City Engineer per the current submittal requirements, prior to the indicated threshold or as required by the City Engineer. The submittal consists of, but is not limited to, the following:
 - a. Parcel Map (recordation prior to building permit issuance);
 - b. Mass grading w/ erosion control plan (prior to grading permit issuance);
 - c. Precise grading w/ erosion control plan (prior to building permit issuance);
 - d. Street, Storm Drain, RCFC Storm Drain, Sewer, Water (prior to map approval);
 - e. Final drainage study (prior to grading plan approval);

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- f. Final WQMP (prior to grading plan approval);
 - g. Legal documents (such as lot line adjustments, certificates of compliance, vacations, offers of dedications)(prior to building permit issuance);
 - h. As-Built revision for all plans (prior to Occupancy release);
53. Water quality best management practices (BMPs) designed to meet Water Quality Management Plan (WQMP) requirements for development shall not be used as a construction BMP. Water quality BMPs shall be maintained for the entire duration of the project construction and be used to treat runoff from those developed portions of the project. Water quality BMPs shall be protected from upstream construction related runoff by having proper best management practices in place and maintained. Water quality BMPs shall be graded per the approved design plans and once landscaping and irrigation has been installed, it and its maintenance shall be turned over to an established Property Owner's Association (POA).

Prior to Grading Plan Approval

54. Resolution of all drainage issues shall be as approved by the City Engineer.
55. A final detailed drainage study (prepared by a registered/licensed civil engineer) shall be submitted for review and approved by the City Engineer. The study shall include, but not be limited to: existing and proposed hydrologic conditions as well as hydraulic calculations for all drainage control devices and storm drain lines. The study shall analyze 1, 3, 6 and 24-hour duration events for the 2, 5, 10 and 100-year storm events [MC 9.14.110(A.1)]. A digital (pdf) copy of the approved drainage study shall be submitted to the Land Development Division.
56. Emergency overflow areas shall be shown at all applicable drainage improvement locations in the event that the drainage improvement fails or exceeds full capacity. This may include, but not be limited to, parkway drains.
57. A final project-specific Water Quality Management Plan (WQMP) shall be submitted for review and approved by the City Engineer, which:
- a. Addresses Site Design Best Management Practices (BMPs) such as minimizing impervious areas, maximizing permeability, minimizes directly connected impervious areas to the City's street and storm drain systems, and conserves natural areas;
 - b. Incorporates Source Control BMPs and provides a detailed description of their implementation;
 - c. Describes the long-term operation and maintenance requirements for BMPs requiring maintenance; and
 - d. Describes the mechanism for funding the long-term operation and maintenance of the BMPs.
- A copy of the final WQMP template can be obtained on the City's Website or by

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contacting the Land Development Division. A digital (pdf) copy of the approved final project-specific Water Quality Management Plan (WQMP) shall be submitted to the Land Development Division.

58. The final project-specific Water Quality Management Plan (WQMP) shall be consistent with the approved P-WQMP, as well as in full conformance with the document: "Water Quality Management Plan - A Guidance Document for the Santa Ana Region of Riverside County" dated October 22, 2012. The F-WQMP shall be submitted and approved prior to application for and issuance of grading permits. At a minimum, the F-WQMP shall include the following: Site Design BMPs; Source Control BMPs, Treatment Control BMPs, Operation and Maintenance requirements for BMPs and sources of funding for BMP implementation.

a. The Applicant has proposed to incorporate the use of infiltration BMPs and biotreatment BMPs. Final design and sizing details of all BMPs must be provided in the first submittal of the F-WQMP. The Applicant acknowledges that more area than currently shown on the plans may be required to treat site runoff as required by the WQMP guidance document.

b. The Applicant shall substantiate the applicable Hydrologic Condition of Concerns (HCOC) in Section F of the F-WQMP.

c. All proposed LID BMP's shall be designed in accordance with the RCFC&WCD's Design Handbook for Low Impact Development Best Management Practices, dated September 2011.

d. The proposed LID BMP's as identified in the project-specific P-WQMP shall be incorporated into the Final WQMP.

e. The NPDES notes per City Standard Drawing No. MVFE-350-0 shall be included in the grading plans.

f. Post-construction treatment control BMPs, once placed into operation for post-construction water quality control, shall not be used to treat runoff from construction sites or unstabilized areas of the site.

g. Prior to precise grading plan approval, the grading plan shall show any proposed trash enclosure to include a cover (roof) and sufficient size for dual bin (1 for trash and 1 for recyclables). The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building and Safety Division.

59. The developer shall ensure compliance with the City Grading ordinance, these Conditions of Approval and the following criteria:

a. The project street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area and outlet points. Unless otherwise approved by the City Engineer, lot lines shall be located at the top of slopes.

b. Any grading that creates cut or fill slopes adjacent to the street shall provide erosion control, sight distance control, and slope easements as approved by the City Engineer.

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c. All improvement plans are substantially complete and appropriate clearance letters are provided to the City.

d. A soils/geotechnical report (addressing the soil's stability and geological conditions of the site) shall be submitted to the Land Development Division for review. A digital (pdf) copy of the soils/geotechnical report shall be submitted to the Land Development Division.

60. Grading plans (prepared by a registered/licensed civil engineer) shall be submitted for review and approved by the City Engineer per the current submittal requirements.
61. The developer shall select Low Impact Development (LID) Best Management Practices (BMPs) designed per the latest version of the Water Quality Management Plan (WQMP) - a guidance document for the Santa Ana region of Riverside County.
62. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared in conformance with the State's current Construction Activities Storm Water General Permit. A copy of the current SWPPP shall be kept at the project site and be available for review upon request.
63. For projects that will result in discharges of storm water associated with construction with a soil disturbance of one or more acres of land, the developer shall submit a Notice of Intent (NOI) and obtain a Waste Discharger's Identification number (WDID#) from the State Water Quality Control Board (SWQCB) which shall be noted on the grading plans.

Prior to Grading Permit

64. A receipt showing payment of the Area Drainage Plan (ADP) fee to Riverside County Flood Control and Water Conservation District shall be submitted. [MC 9.14.100(O)]
65. If the developer chooses to construct the project in phases, a Construction Phasing Plan for the construction of on-site public or private improvements shall be submitted for review and approved by the City Engineer.
66. Security, in the form of a cash deposit (preferable), bond or letter of credit shall be submitted as a guarantee of the implementation and maintenance of erosion control measures. At least twenty-five (25) percent of the required security shall be in the form of a cash deposit with the City. [MC 8.21.160(H)]
67. Security, in the form of a cash deposit (preferable), bond or letter of credit shall be submitted as a guarantee of the completion of the grading operations for the project. [MC 8.21.070]

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Prior to Map Approval

68. All proposed street names shall be submitted for review and approved by the City Engineer, if applicable. [MC 9.14.090(E.2.k)]
69. A copy of the Covenants, Conditions and Restrictions (CC&R's) shall be submitted for review and approved by the City Engineer. The CC&R's shall include, but not be limited to, access easements, reciprocal access, private and/or public utility easements as may be relevant to the project.
70. The developer shall enter into a Cooperative Agreement with the City and Riverside County Flood Control and Water Conservation District establishing the terms and conditions covering the inspection, operation and maintenance of Master Drainage Plan facilities required to be constructed as part of the project.
71. After recordation, a digital (pdf) copy of the recorded map shall be submitted to the Land Development Division.
72. Resolution of all drainage issues shall be as approved by the City Engineer.
73. If the project involves the subdivision of land, maps may be developed in phases with the approval of the City Engineer. Financial security shall be provided for all public improvements associated with each phase of the map. The boundaries of any multiple map increment shall be subject to the approval of the City Engineer. If the project does not involve the subdivision of land and it is necessary to dedicate right-of-way/easements, the developer shall make the appropriate offer of dedication by separate instrument. In either case, the City Engineer may require the dedication and construction of necessary utility, street or other improvements beyond the project boundary, if the improvements are needed for circulation, parking, access, or for the welfare or safety of the public. This approval must be obtained prior to the Developer submitting a Phasing Plan to the California Bureau of Real Estate. [MC 9.14.080(B)(C), GC 66412 & 66462.5]
74. The developer shall guarantee the completion of all related improvements required for this project by executing a Public Improvement Agreement (PIA) with the City and posting the required security. [MC 9.14.220]
75. All public improvement plans required for this project shall be approved by the City Engineer in order to execute the Public Improvement Agreement (PIA).
76. The developer shall comply with the requirements of the City Engineer based on recommendations of the Riverside County Flood Control District regarding the construction of County Master Plan Facilities.

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77. All street dedications shall be free of all encumbrances, irrevocably offered to the public and shall continue in force until the City accepts or abandons such offers, unless otherwise approved by the City Engineer.

Prior to Improvement Plan Approval

78. The developer is required to bring any existing access ramps adjacent to and fronting the project to current ADA (Americans with Disabilities Act) requirements. However, when work is required in an intersection that involves or impacts existing access ramps, all access ramps in that intersection shall be retrofitted to comply with current ADA requirements, unless otherwise approved by the City Engineer.
79. The developer shall submit clearances from all applicable agencies, and pay all applicable plan check fees.
80. The street improvement plans shall comply with current City policies, plans and applicable City standards (i.e. MVS1-160 series, etc.) throughout this project.
81. Drainage facilities (i.e. catch basins, etc.) with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency escape shall also be provided.
82. The hydrology study shall be designed to accept and properly convey all off-site drainage flowing onto or through the site. In the event that the City Engineer permits the use of streets for drainage purposes, the provisions of current City standards shall apply. Should the quantities exceed the street capacity or the use of streets be prohibited for drainage purposes, as in the case where one travel lane in each direction shall not be used for drainage conveyance for emergency vehicle access on streets classified as minor arterials and greater, the developer shall provide adequate facilities as approved by the City Engineer. [MC 9.14.110 A.2]
83. All public improvement plans (prepared by a licensed/registered civil engineer) shall be submitted for review and approved by the City Engineer per the current submittal requirements.
84. The plans shall indicate any restrictions on trench repair pavement cuts to reflect the City's moratorium on disturbing newly-constructed pavement less than three (3) years old and recently slurry sealed streets less than one (1) year old. Pavement cuts may be allowed for emergency repairs or as specifically approved in writing by the City Engineer. Special requirements shall be imposed for repaving, limits to be determined by the City Engineer.
85. All dry and wet utilities shall be shown on the plans and any crossings shall be

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potholed to determine actual location and elevation. Any conflicts shall be identified and addressed on the plans. The pothole survey data shall be submitted to Land Development with the public improvement plans for reference purposes only. The developer is responsible to coordinate with all affected utility companies and bear all costs of any utility relocation.

86. Prior to improvement plan approval, pavement core samples of existing pavement shall be taken and findings submitted to the City for review and consideration of pavement improvements. The City will determine the adequacy of the existing pavement structural section. If the existing pavement structural section is found to be adequate, the developer may still be required to perform a 2 inch grind and overlay or slurry seal, depending on the severity of existing pavement cracking, as required by the City Engineer. If the existing pavement section is found to be inadequate, the Developer shall replace the pavement to meet or exceed the City's pavement structural section standard.

Prior to Encroachment Permit

87. Any work performed within public right-of-way requires an encroachment permit.

Prior to Building Permit

88. An engineered-fill certification, rough grade certification and compaction report shall be submitted for review and approved by the City Engineer. A digital (pdf) copy of the approved compaction report shall be submitted to the Land Development Division. All pads shall meet pad elevations per approved grading plans as noted by the setting of "blue-top" markers installed by a registered land surveyor or licensed civil engineer.
89. For all subdivision projects, the map shall be recorded. [MC 9.14.190]
90. For Commercial/Industrial projects, the owner may have to secure coverage under the State's General Industrial Activities Storm Water Permit as issued by the State Water Resources Control Board.
91. A walk through with a Land Development Inspector shall be scheduled to inspect existing improvements within public right of way along project frontage. Any missing, damaged or substandard improvements including ADA access ramps that do not meet current City standards shall be required to be installed, replaced and/or repaired. The applicant shall post security to cover the cost of the repairs and complete the repairs within the time allowed in the public improvement agreement used to secure the improvements.

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92. Certification to the line, grade, flow test and system invert elevations for the water quality control BMPs shall be submitted for review and approved by the City Engineer.
93. Prior to building permit issuance, the developer shall dedicate the following right of way to accommodate the required improvements:
 - (a) A 4 foot minimum pedestrian right of way dedication behind any driveway approach per City Standard No. MVSI-112C-0.
 - (b) Corner cutback right of way dedication per City Standard No. MVSI-165-0 on all intersecting public streets, as directed by the City Engineer.
 - (c) Right of way for a street knuckle (Moreno Valley City Standard Plan No. MVSI-162-0) at the intersection of Bay Avenue and Merwin Street.

Prior to Occupancy

94. All required as-built plans (prepared by a registered/licensed civil engineer) shall be submitted for review and approved by the City Engineer per the current submittal requirements.
95. The final/precise grade certification shall be submitted for review and approved by the City Engineer.
96. The developer shall complete all public improvements in conformance with current City standards, except as noted in the Special Conditions, including but not limited to the following:
 - a. Street improvements including, but not limited to: pavement, base, curb and/or gutter, cross gutters, spandrel, sidewalks, drive approaches, pedestrian ramps, street lights (MVU: SL-2), signing, striping, under sidewalk drains, landscaping and irrigation, medians, pavement tapers/transitions and traffic control devices as appropriate.
 - b. Storm drain facilities including, but not limited to: storm drain pipe, storm drain laterals, open channels, catch basins and local depressions.
 - c. City-owned utilities.
 - d. Sewer and water systems including, but not limited to: sanitary sewer, potable water and recycled water.
 - e. Under grounding of all existing and proposed utilities adjacent to and on-site. [MC 9.14.130]
 - f. Relocation of overhead electrical utility lines including, but not limited to: electrical, cable and telephone.
97. For commercial and industrial projects, a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant", "Maintenance Agreement for Water Quality Improvements located in the public right-of-way" and a "Declaration of Restrictive Covenants (encroachment on City easement)" shall be recorded to

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provide public notice of the maintenance requirements to be implemented per the approved final project-specific WQMP. A boilerplate copy of the covenants and agreements can be obtained by contacting the Land Development Division.

98. The applicant shall ensure the following, pursuant to Section XII. I. of the 2010 NPDES Permit:
 - a. Field verification that structural Site Design, Source Control and Treatment Control BMPs are designed, constructed and functional in accordance with the approved Final Water Quality Management Plan (WQMP).
 - b. Certification of best management practices (BMPs) from a state licensed civil engineer. An original WQMP BMP Certification shall be submitted for review and approved by the City Engineer.

99. The Developer shall comply with the following water quality related items:
 - a. Notify the Land Development Division prior to construction and installation of all structural BMPs so that an inspection can be performed.
 - b. Demonstrate that all structural BMPs described in the approved final project-specific WQMP have been constructed and installed in conformance with the approved plans and specifications;
 - c. Demonstrate that Developer is prepared to implement all non-structural BMPs described in the approved final project-specific WQMP; and
 - d. Demonstrate that an adequate number of copies of the approved final project-specific WQMP are available for future owners/occupants.
 - e. Clean and repair the water quality BMP's, including re-grading to approved civil drawing if necessary.
 - f. Obtain approval and complete installation of the irrigation and landscaping.

100. Prior to occupancy, the following improvements shall be completed:

Street "E" Private Street (consistent with the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066) shall be fully improved to its ultimate condition. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, and dry and wet utilities. Street "E", between Eucalyptus Avenue and Street "F", shall be designated as a private street, and as such, shall include signage indicating it is a private street with limited access to local traffic only, pavement treatment (pavers, stamped concrete, etc.) at its intersection with Eucalyptus Avenue and Street "F", and a raised median "right turn slip-lane" at its intersection with Eucalyptus Avenue forcing trucks to make right turns only.

101. Prior to occupancy, the following improvements shall be completed:

Street "E" south of Street F (112' RW / 76' CC: Arterial, City Modified Standard No. MVS1-104A) shall be fully improved to its ultimate condition per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066. Improvements

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Tentative Parcel Map (PEN23-0031)

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shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, and dry and wet utilities.

102. Prior to occupancy, the following improvements shall be completed:
Eucalyptus Avenue (110' RW / 86' CC: 4-Lane Divided Arterial, City Modified Standard No. MVS1-103A-1 consistent with the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066) shall be constructed to achieve a half-width street width of 34', a full width 18' wide raised landscaped median, plus an additional 14' of pavement, from Redlands Boulevard to World Logistics Center Parkway. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, bike lane, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, and dry and wet utilities.
103. Prior to occupancy, the following improvements shall be completed:
World Logistics Center Parkway (168' RW / 132' CC: Divided Major Arterial, City Modified Standard No. MVS1-101A) shall be fully improved to its ultimate condition per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066, from Eucalyptus Avenue to Street "F". Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, undergrounding of overhead utilities, and dry and wet utilities.
104. Prior to occupancy, the following improvements shall be completed:
World Logistics Center Parkway (144' RW / 108' CC: 4-Lane Divided Arterial, City Modified Standard No. MVS1-103A) shall be fully improved per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066, from Street "F" to Alessandro Boulevard. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, undergrounding of overhead utilities, and dry and wet utilities.
105. Prior to occupancy, the following improvements shall be completed:
World Logistics Center Parkway (72' RW / 44' CC: Collector, City Modified Standard No. MVS1-106B) shall be fully improved per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066, from Alessandro Boulevard to the proposed cul-de-sac at the end of World Logistics Center Parkway. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, undergrounding of overhead utilities, and dry and wet utilities.

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106. Prior to occupancy, the following improvements shall be completed:
Merwin Avenue (66' R/W / 44' CC: Collector, City Standard No. MVS1-106B-0) shall be constructed to achieve a half-width street width of 22' per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066, from Bay Avenue to Alessandro Boulevard. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, undergrounding of overhead utilities, dry and wet utilities, and multi-use trails.
107. Prior to occupancy, the following improvements shall be completed:
Cactus Avenue (115' RW / 76' CC: Minor Arterial, City Modified Standard No. MVS1-105A) shall be fully improved per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, undergrounding of overhead utilities, dry and wet utilities, and multi-use trail.
108. Prior to occupancy, the following improvements shall be completed:
Alessandro Blvd. (120' RW / 76' CC: Arterial, City Modified Standard No. MVS1-104A) shall be fully improved per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066, from Street "E" to World Logistics Center Parkway. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, multi-use trail, and dry and wet utilities.
109. Prior to occupancy, the following improvements shall be completed:
A private driveway between Parcel 9 to the north, Parcels 10, 11, and 12 to the south, Street "E" to the west, and World Logistics Center Parkway to the east, shall be constructed to provide a full-width street of 40'.
110. Prior to occupancy, the following improvements shall be completed:
The roundabout proposed at the Street "E" and Street "F" intersection shall be constructed to its ultimate condition.
111. Prior to occupancy, the following improvements shall be completed:
The roundabout proposed at the Street "F" and World Logistics Center Parkway shall be constructed to its ultimate condition.
112. Prior to occupancy, the following improvements shall be completed:
The roundabout proposed at the Eucalyptus Avenue and World Logistics Center Parkway shall be constructed to its ultimate condition.
113. Prior to occupancy, the following improvements shall be completed:

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The roundabouts proposed at the World Logistics Center Parkway and Alessandro Boulevard intersections shall be constructed to their ultimate conditions.

114. Prior to occupancy, the following improvements shall be completed:
Bay Avenue and Merwin Street Intersection shall be improved as a street knuckle per City Standard Plan No. MVS1-162-0.

Special Districts Division

115. Maintenance Period. The Developer, or the Developer's successors or assignees shall be responsible for all parkway, traffic circle, open space and/or median landscape maintenance and utility costs, etc. for a period no less than one (1) year commencing from the time all items of work have been completed to the satisfaction of Landscape Services staff as per the City of Moreno Valley Public Works Department Landscape Design Guidelines, or until such time as the City accepts maintenance responsibilities.
116. Independent Utilities. Parkway, median, slope, traffic circle and/or open space landscape areas included within a special financing district are required to have independent utility systems, including but not limited to water, electric, and telephone services. An independent irrigation controller and pedestal will also be required. Combining utility systems with existing or future landscape areas that are not within the same CFD 2014-01 tax rate layers or funding program (e.g. NPDES) will not be permitted.
117. Landscape Inspection Fees. Inspection fees for the monitoring of landscape installation associated with the City of Moreno Valley maintained landscaping are due prior to the required pre-construction meeting. (MC 3.32.040)
118. Landscape Guidelines. Plans for parkway, median, slope, traffic circle, and/or open space landscape areas designated in the project's Conditions of Approval for incorporation into a City Coordinated landscape maintenance program, shall be prepared and submitted in accordance with the City of Moreno Valley Public Works Department Landscape Design Guidelines. The guidelines are available on the City's website at www.moval.org or from Landscape Services (951.413.3480 or SDLandscape@moval.org).
119. Maintenance Responsibility. The ongoing maintenance of any landscaping required to be installed behind the curb shall be the responsibility of the property owner.
120. Landscape Plan Check Fees. Plan check fees for review of parkway/median, open space, and/or traffic circle landscape plans for improvements that shall be maintained by the City of Moreno Valley are due upon the first plan submittal. (MC 3.32.040)

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121. The ongoing maintenance of any water quality BMP (e.g. Bioswale) constructed in the public right of way shall be the responsibility of a property owner association or the property owner.
122. Zones A and C. The parcel(s) associated with this project is included in Moreno Valley Community Services District Zone A (Parks & Community Services) and Zone C (Arterial Street Lighting). Zone A is levied on the property tax bill on a per parcel or dwelling unit basis. Zone C is levied on the property tax bill on a per parcel basis. Zone A and Zone C are levied against all assessable parcels, and any subdivision thereof.

Prior to Building Permit

123. Street Light Coordination/Advanced Energy Fees. Prior to the issuance of the 1st Building Permit for this project, the Developer shall pay New Street Light Installation Fees for all street lights required to be installed for this development. Payment will be collected by the Land Development Division. Fees are based on the street light administration/coordination and advanced energy fees as set forth in the City Fees, Charges, and Rates as adopted by City Council and effective at the time of payment. Any change in the project which increases the number of street lights to be installed requires payment of the fees at the then current fee. Questions may be directed to the Special Districts Administration at 951.413.3470 or SDAdmin@moval.org.
124. CFD 2014-01. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee, form an association to fund the services or fund an endowment) to provide an ongoing funding source for a) Street Lighting Services for capital improvements, energy charges, and maintenance and/or b) Landscape Maintenance Services for public parkway, traffic circle, open space, and/or median landscaping on Eucalyptus Ave., Redlands Blvd., Street "E", Street "F", Merwin St., World Logistics Center Parkway, Alessandro Blvd., Bay Ave., Cottonwood Ave., Dracaea Ave., Encelia Ave., and/or Cactus Avenue.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or

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formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer forming a property owner association that will be responsible for the improvements and any and all operation and maintenance costs for the improvements or by funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

125. Approved Landscape Plans. For those areas to be maintained by the City and prior to the issuance of the 1st Building Permit, Planning, Landscape Services and Transportation Engineering staff, at a minimum, shall review and approve the final median, parkway, slope, traffic circle and/or open space landscape/irrigation plans as designated on the tentative map or in these Conditions of Approval.
126. Major Infrastructure SFD Major Infrastructure Financing District. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the construction and maintenance of major infrastructure improvements, which may include but is not limited to thoroughfares, bridges, and certain flood control improvements. This condition will be applicable provided said district is under development at the time this project applies for the 1st Building Permit. This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable

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legislation, and consistent with the scheduling for City Council meetings. An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

127. Park Maintenance Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or fund an endowment) to provide an ongoing funding source for the continued maintenance, enhancement, and/or retrofit of parks, open spaces, linear parks, and/or trails systems.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

128. Maintenance Services Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the operation and maintenance of public improvements and/or services associated with impacts of the development. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation

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(i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this funding source will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

129. Public Safety Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for Public Safety services, which may include but is not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this condition will be identified at such time as a special

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Tentative Parcel Map (PEN23-0031)

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financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

Prior to Building Final or Occupancy

130. Parkway, open space, traffic circle, and/or median landscaping specified in the project's Conditions of Approval shall be constructed in compliance with the approved landscape plans and completed prior to the issuance of the first Certificate of Occupancy/Building Final for this project.
131. Mylars of the landscape and irrigation plans shall be submitted on hanging tab to Landscape Services.

Transportation Engineering Division

132. World Logistic Center Parkway, south of Street F, along project frontage is classified and shall be improved as a Modified 4-Lane Divided Arterial (144'RW/108'CC) per City Modified Standard Plan No. MVSI-103A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard, approved World Logistics Center Roadway and Trails Masterplan, and approved street improvement plans (LCO22-0087). A Class II bike lane shall be provided along the project frontage.
133. World Logistic Center Parkway, south of E Alessandro Boulevard, along project frontage is classified and shall be improved as a Modified Arterial (144'RW/108'CC) per City Modified Standard Plan No. MVSI-104A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard, approved World Logistics Center Roadway and Trails Masterplan, and approved street improvement plans (LCO22-0087). A Class II bike lane shall be provided along the project frontage.
134. The existing roundabout at the intersection of Redland Boulevard and Eucalyptus Avenue shall be reconstructed as a two-lane roundabout. Ultimate intersection improvements include the addition of a second circulating lane for the southbound, eastbound, and northbound directions, a second entering lane for the for the eastbound and northbound approaches, and a second departure lane in the southbound and northbound directions. The applicant shall enter into a reimbursement agreement with the City, as required by the City Engineer. Failure to enter into an agreement with the City may result in no reimbursements.

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135. The intersection of Alessandro Boulevard and Street E shall be improved as a three-legged, single-lane roundabout per the approved layout determined in the approved traffic study, prepared by Stantec and dated February 22, 2023, and to the satisfaction of the City Engineer.
136. The intersection of Street E and Street F shall be improved as a four-legged, single-lane roundabout per approved street improvement plans (LCO22-0088) and to the satisfaction of the City Engineer.
137. Prior to an issuance of an encroachment permit for any work in the public right-of-way, a construction traffic control plan prepared by a Registered Civil or Traffic Engineer is required for plan approval.
138. Conditions of approval may be modified if project is phased or altered from any approved plans.
139. Redlands Boulevard is classified and shall be improved as a Modified 4-Lane Divided Arterial per City Modified Standard Plan No. MVSI-103A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard and approved World Logistics Center Roadway and Trails Masterplan. Prior to the map approval the applicant shall enter into an agreement with the City for the construction costs of the ultimate improvements on Redlands Boulevard, including communication conduit, along Redlands Boulevard from Dracaea Avenue to Eucalyptus Avenue.
140. Street E, south of Street F, along project frontage is classified and shall be improved as a Modified Arterial (112'RW/76'CC) per City Modified Standard Plan No. MVSI-104A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard and approved World Logistics Center Roadway and Trails Masterplan. Class II bike lanes shall be provided.
141. The intersection of World Logistic Center Parkway and Street F is planned to be a four-legged, partial-multilane roundabout with a second circulating lane in the northbound and southbound direction, a designated westbound right turn, two-lane northbound, southbound, and eastbound approach. Any improvements undertaken with this project shall be per approved street improvement plans (LCO22-0087) and to the satisfaction of the City Engineer.
142. The intersection of E Alessandro Boulevard and World Logistics Center Parkway shall be improved as a three-legged, partial-multilane roundabout with a northbound and westbound right turn bypass lane, two-lane southbound approach, and a second circulating lane in the southbound direction per the approved layout determined in the approved traffic study, prepared by Stantec and dated February

CONDITIONS OF APPROVAL

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22, 2023, and to the satisfaction of the City Engineer.

143. Street E (Private Street) along project frontage shall be improved and be consistent with the approved World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with the approved World Logistics Center Roadway and Trails Masterplan and approved street improvement plans (LCO22-0088).
144. In the event a bus turnout is required by the City of Moreno Valley and Riverside Transit Agency (RTA) along project frontage, a bus turnout shall be designed and constructed per City Standard Plan No. MVSI-161-0 and RTA's design requirements.
145. Eucalyptus Avenue along project frontage is classified and shall be improved as a Modified 4-Lane Divided Arterial (110'RW/86'CC) per City Modified Standard Plan No. MVSI-103A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard, approved World Logistics Center Roadway and Trails Masterplan, and approved street improvement plans (LCO22-0086). A Class II bike lane shall be provided along the project frontage.
146. Cactus Avenue is classified and shall be improved as a Minor Arterial (103'RW/64'CC) per City Modified Standard Plan No. MVSI-105A-2, as approved in the World Logistic Center Roadway and Trails Masterplan (LCO22-0066), between W Alessandro Boulevard and Redlands Boulevard. Any improvements undertaken with this project shall be consistent with City Standard and approved World Logistics Center Roadway and Trails Masterplan.
147. Street F, west of World Logistic Center Parkway, is classified and shall be improved as a Modified Arterial (112'RW/76'CC) per City Modified Standard Plan No. MVSI-104A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard, approved World Logistics Center Roadway and Trails Masterplan, and approved street improvement plans (LCO22-0089). A Class II bike lane shall be provided along the project frontage.
148. The intersection of World Logistic Center Parkway and Eucalyptus Avenue is planned to be a four-legged, two-lane roundabout with two-lane northbound, southbound, and eastbound approaches, a westbound right turn bypass lane, and second circulating lane in the northbound, southbound, and eastbound direction. Any improvements undertaken with this project shall be consistent with City Standard and approved street improvement plans (LCO22-0087).
149. The intersection of W Alessandro Boulevard and World Logistics Center Parkway shall be improved as a four-legged, single-lane roundabout with a southbound right

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turn bypass lane per the approved layout determined in the approved traffic study, prepared by Stantec and dated February 22, 2023, and to the satisfaction of the City Engineer.

150. World Logistic Parkway, north of Street F, along project frontage is classified and shall be improved as a Modified 6-Lane Divided Arterial (168'RW/132'CC) per City Modified Standard Plan No. MVSI-101A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard, approved World Logistics Center Roadway and Trails Masterplan, and approved street improvement plans (LCO22-0087). A Class II bike lane shall be provided along the project frontage.
151. Alessandro Boulevard, west of World Logistics Center Parkway, along project frontage is classified and shall be improved as a Modified 4-Lane Divided Arterial (120'RW/76'CC) per City Modified Standard Plan No. MVSI-104A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard and approved World Logistics Center Roadway and Trails Masterplan. A Class II bike lane shall be provided along the project frontage.
152. Bay Avenue and Merwin Street along project frontage is classified and shall be improved as a Collector (66'RW/44'CC) per City Standard Plan No. MVSI-106B-1. Any improvements undertaken with this project shall be consistent with City Standard.
153. The existing roundabout at the intersection of Eucalyptus Avenue and Street E (Private Street) shall be improved as a four-legged roundabout per the approved plans (LCO22-0088) and to the satisfaction of the City Engineer. A designated northbound right-turn lane and appropriate signage shall be installed to restrict northbound truck traffic to right turns only.
154. The intersection of Alessandro Boulevard and Cactus Avenue shall be improved as a three-legged, single-lane roundabout with a northbound right turn bypass lane per the approved layout determined in the approved traffic study, prepared by Stantec and dated February 22, 2023, and to the satisfaction of the City Engineer.
155. The intersection of Bay Avenue and Merwin Street shall be improved as a knuckle per City Standard Plan No. MVSI-162-0.

Exhibit A

Tentative Parcel Map 38667(PEN23-0031) Conditions of Approval

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CITY OF MORENO VALLEY
CONDITIONS OF APPROVAL
Tentative Parcel Map (PEN23-0031)
APN: 488350056

APPROVAL DATE:

EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. This approval is for Tentative Parcel Map 38667 (PEN23-0031) of the World Logistics Center business park (re-parcelization of approximately 887.3 acres of vacant land into 14 industrial lots and public and private streets) for development of the first phase of the World Logistics Center business park. A change or modification to the land use or the approved site plans may require a separate approval. Prior to any change or modification, the property owner shall contact the City of Moreno Valley Community Development Department to determine if a separate approval is required.
2. Pursuant to Sections 1.20 (Subsequent Development Approvals Definition), 1.22 (Term Definition), 3.5 (Term), and 4.5 (Terms of Maps and Other Project Approvals) of the World Logistics Center Development Agreement, approved and adopted via Ordinance No. 967, the Term of this Tentative Parcel Map 38667 (PEN23-0031) shall be the same as the Term of the World Logistics Center Development Agreement as set forth in Section 3.5 (Term) of the World Logistics Center Development Agreement.
3. This project is located within the World Logistics Center Specific Plan. The provisions of the specific plan, the design manual, their subsequent amendments, and the Conditions of Approval shall prevail unless modified herein. (MC 9.13)

Special Conditions

4. All site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval.
5. The site shall be developed in accordance with the approved tentative map on file in the Community Development Department -Planning Division, the Municipal Code regulations, General Plan, and the conditions contained herein. (MC 9.14.020)
6. Prior to recordation of the final subdivision map, the following documents shall be

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Tentative Parcel Map (PEN23-0031)

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submitted to and approved by the Planning Division which shall demonstrate that the project will be developed and maintained in accordance with the intent and purpose of the approval:

- a. The document to convey title
- b. Deed restrictions, easements, or Covenants, Conditions and Restrictions to be recorded

The approved documents shall be recorded at the same time that the subdivision map is recorded. The documents shall contain provisions for general maintenance of the site, joint access to proposed parcels, open space use restrictions, conservation easements, guest parking, feeder trails, water quality basins, lighting, landscaping and common area use items such as general building maintenance (apartments, condominiums and townhomes) tot lot/public seating areas and other recreation facilities or buildings. The approved documents shall also contain a provision, which provides that they may not be terminated and/or substantially amended without the consent of the City and the developer's successor-in-interest. (MC 9.14.090)

In addition, the following deed restrictions and disclosures shall be included within the document and grant deed of the properties:

- a. The developer and homeowners association shall promote the use of native plants and trees and drought tolerant species.
 - b. All lots designated for open space and or detention basins, shall be included as an easement to, and maintained by a Homeowners Association (HOA) or other private maintenance entity. All reverse frontage landscape areas shall also be maintained by the onsite HOA. Language to this effect shall be included and reviewed within the required Covenant Conditions and Restrictions (CC&Rs) prior to the approval of the final map.
 - c. Maintenance of any and all common facilities.
 - d. A conservation easement for lettered lots shall be recorded on the deed of the property and shown on the final map. Said easement shall include access restrictions prohibiting motorized vehicles from these areas.
 - e. Oleander plants or trees shall be prohibited on open space lots adjacent to multi-use trails.
7. All undeveloped portions of the site in perpetuity shall be maintained in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)
 8. All public improvement plans submitted as part of the final map review, shall be consistent with the approved Western Edge Treatment Area Concept Plan improvements shown for Redlands Boulevard, Bay Avenue, and Merwin Street, as approved by Plot Plan PEN22-0196.

CONDITIONS OF APPROVAL

Tentative Parcel Map (PEN23-0031)

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Prior to Grading Permit

9. Prior to issuance of any grading permit, all Conditions of Approval, Mitigation Measures and Airport Land Use Commission Conditions of Approval shall be printed on the grading plans.

COMMUNITY DEVELOPMENT DEPARTMENT

Building Division

10. The proposed non-residential project shall comply with the latest Federal Law, Americans with Disabilities Act, and State Law, California Code of Regulations, Title 24, Chapter 11B for accessibility standards for the disabled including access to the site, exits, bathrooms, work spaces, etc.
11. Prior to submittal, all new development, including residential second units, are required to obtain a valid property address prior to permit application. Addresses can be obtained by contacting the Building Safety Division at 951.413.3350.
12. Contact the Building Safety Division for permit application submittal requirements.
13. Any construction within the city shall only be as follows: Monday through Friday seven a.m. to seven p.m.(except for holidays which occur on weekdays), eight a.m. to four p.m.; weekends and holidays (as observed by the city and described in the Moreno Valley Municipal Code Chapter 2.55), unless written approval is first obtained from the Building Official or City Engineer.
14. The proposed development shall be subject to the payment of required development fees as required by the City's current Fee Ordinance at the time a building application is submitted or prior to the issuance of permits as determined by the City.
15. The proposed project will be subject to approval by the Eastern Municipal Water District and all applicable fees and charges shall be paid prior to permit issuance. Contact the water district at 951.928.3777 for specific details.
16. All new structures shall be designed in conformance to the latest design standards adopted by the State of California in the California Building Code, (CBC) Part 2, Title 24, California Code of Regulations including requirements for allowable area, occupancy separations, fire suppression systems, accessibility, etc.

FIRE DEPARTMENT

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Fire Prevention Bureau

17. All Fire Department access roads or driveways shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.060[G])
18. The Fire Department emergency vehicular access road shall be (all weather surface) capable of sustaining an imposed load of 80,000 lbs. GVW, based on street standards approved by the Public Works Director and the Fire Prevention Bureau. The approved fire access road shall be in place during the time of construction. Temporary fire access roads shall be approved by the Fire Prevention Bureau. (CFC 501.4, and MV City Standard Engineering Plan 108d)
19. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
20. Prior to construction, all locations where structures are to be built shall have an approved Fire Department access based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4)
21. Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3) a - After the local water company signs the plans, the originals shall be presented to the Fire Prevention Bureau for signatures. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Moreno Valley Fire Department prior to beginning construction. They shall be maintained accessible.
22. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)
23. Fire lanes and fire apparatus access roads shall have an unobstructed width of not less than twenty-four (24) feet and an unobstructed vertical clearance of not less than thirteen (13) feet six (6) inches. (CFC 503.2.1 and MVMC 8.36.060[E])
24. Prior to issuance of the building permit for development, independent paved access to the nearest paved road, maintained by the City shall be designed and constructed by the developer within the public right of way in accordance with City Standards. (MVMC 8.36.060, CFC 501.4)
25. The minimum number of fire hydrants required, as well as the location and spacing

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Tentative Parcel Map (PEN23-0031)

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- of fire hydrants, shall comply with the C.F.C., MVMC, and NFPA 24. Fire hydrants shall be located no closer than 40 feet to a building. A fire hydrant shall be located within 50 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3, MVMC 912.2.1)
26. Fire Department access driveways over 150 feet in length shall have a turn-around as determined by the Fire Prevention Bureau capable of accommodating fire apparatus. (CFC 503 and MVMC 8.36.060, CFC 501.4)
 27. During phased construction, dead end roadways and streets which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)
 28. If construction is phased, each phase shall provide an approved emergency vehicular access way for fire protection prior to any building construction. (CFC 501.4)
 29. The Fire Prevention Bureau is required to set a minimum fire flow for the remodel or construction of all commercial buildings per CFC Appendix B and Table B105.1. The applicant/developer shall provide documentation to show there exists a water system capable of delivering said waterflow for 2 hour(s) duration at 20-PSI residual operating pressure. The required fire flow may be adjusted during the approval process to reflect changes in design, construction type, or automatic fire protection measures as approved by the Fire Prevention Bureau. Specific requirements for the project will be determined at time of submittal. (CFC 507.3, Appendix B)
 30. Dead-end streets and/or fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround for fire apparatus.
 31. Prior to construction, all traffic calming designs/devices must be approved by the Fire Marshal and City Engineer.
 32. Prior to building construction, dead end roadways and streets which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)
 33. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Fire Prevention Bureau for review. Plans shall:
 - a. Be signed by a registered civil engineer or a certified fire protection engineer;
 - b. Contain a Fire Prevention Bureau approval signature block; and
 - c. Conform to hydrant type, location, spacing of new and existing hydrants and minimum fire flow required as determined by the Fire Prevention Bureau. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the

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Moreno Valley Fire Department prior to beginning construction. They shall be maintained accessible.

FINANCIAL & MANAGEMENT SERVICES DEPARTMENT

Moreno Valley Utility

34. This project requires the installation of electric distribution facilities. A non-exclusive easement shall be provided to Moreno Valley Utility and shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.
35. This project requires the installation of electric distribution facilities. The developer shall submit a detailed engineering plan showing design, location and schematics for the utility system to be approved by the City Engineer. In accordance with Government Code Section 66462, the Developer shall execute an agreement with the City providing for the installation, construction, improvement and dedication of the utility system following recordation of final map and concurrent with trenching operations and other improvements so long as said agreement incorporates the approved engineering plan and provides financial security to guarantee completion and dedication of the utility system.

The Developer shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City all utility infrastructure including but not limited to, conduit, equipment, vaults, ducts, wires (including fiber optic cable), switches, conductors, transformers, and “bring-up” facilities including electrical capacity to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility – collectively referred to as “utility system” (to and through the development), along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “utility services” to and within the project. For purposes of this condition, “utility services” shall mean electric, cable television, telecommunication (including video, voice, and data) and other similar services designated by the City Engineer. “Utility services” shall not include sewer, water, and natural gas services, which are addressed by other conditions of approval.

The City, or the City’s designee, shall utilize dedicated utility facilities to ensure safe, reliable, sustainable and cost effective delivery of utility services and maintain the integrity of streets and other public infrastructure. Developer shall, at developer's sole expense, install or cause the installation of such interconnection facilities as may be necessary to connect the electrical distribution infrastructure within the project to the Moreno Valley Utility owned and controlled electric distribution system.

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36. Existing Moreno Valley Utility electrical infrastructure shall be preserved in place. The developer will be responsible, at developer's expense, for any and all costs associated with the relocation of any of Moreno Valley Utility's underground electrical distribution facilities, as determined by Moreno Valley Utility, which may be in conflict with any developer planned construction on the project site.
37. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City fiber optic cable improvements consisting of fiber optic cable, splices and termination equipment to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all "fiber optic services" to and within the project.
38. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to Moreno Valley Utility fiber optic cable improvements consisting of conduit, and pull boxes to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all "fiber optic services" to and within the project.
39. This project may be subject to a Reimbursement Agreement. The Developer is responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project.
40. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to Moreno Valley Utility electric streetlight improvements consisting of streetlight poles, mast-arms, fixtures conduit, wiring, terminations and pull boxes to serve the identified development and other adjoining, abutting, or benefiting projects as determined by the Land Development Department along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all "street light services" to and within the project.

PUBLIC WORKS DEPARTMENT

Land Development

41. Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, shall be required prior to 90% security reduction or the end of the one-year warranty period of the public streets as approved by the City Engineer. If slurry is required, a slurry mix design shall be submitted for review and approved

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by the City Engineer. The latex additive shall be Ultra Pave 70 (for anionic) or Ultra Pave 65 K (for cationic) or an approved equal per the geotechnical report. The latex shall be added at the emulsion plant after weighing the asphalt and before the addition of mixing water. The latex shall be added at a rate of two to two-and-one-half (2 to 2½) parts to one-hundred (100) parts of emulsion by volume. Any existing striping shall be removed prior to slurry application and replaced per City standards.

42. The developer shall comply with all applicable City ordinances and resolutions including the City's Municipal Code (MC) and if subdividing land, the Government Code (GC) of the State of California, specifically Sections 66410 through 66499.58, said sections also referred to as the Subdivision Map Act (SMA). [MC 9.14.010]
43. Any applicable Mitigation Measures issued by the Planning Division shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plans.
44. The developer shall monitor, supervise and control all construction related activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:
 - (a) Removal of dirt, debris, or other construction material deposited on any public street no later than the end of each working day.
 - (b) Observance of working hours as stipulated on permits issued by the Land Development Division.
 - (c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.
 - (d) All dust control measures per South Coast Air Quality Management District (SCAQMD) requirements during the grading operations.Violation of any condition, restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedy as noted in City Municipal Code 8.14.090. In addition, the City Engineer or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.
45. Drainage facilities (e.g., catch basins, water quality basins, etc.) with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency escape shall also be provided.
46. In the event right-of-way or offsite easements are required to construct offsite improvements necessary for the orderly development of the surrounding area to meet the public health and safety needs, the developer shall make a good faith effort to acquire the needed right-of-way in accordance with the Land Development Division's administrative policy. If unsuccessful, the Developer shall enter into an

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agreement with the City to acquire the necessary right-of-way or offsite easements and complete the improvements at such time the City acquires the right-of-way or offsite easements which will permit the improvements to be made. The developer shall be responsible for all costs associated with the right-of-way or easement acquisition. [GC 66462.5]

47. If improvements associated with this project are not initiated within two (2) years of the date of approval of the Public Improvement Agreement (PIA), the City Engineer may require that the engineer's estimate for improvements associated with the project be modified to reflect current City construction costs in effect at the time of request for an extension of time for the PIA or issuance of a permit. [MC 9.14.210(B)(C)]
48. The developer shall protect downstream properties from damage caused by alteration of drainage patterns (i.e. concentration or diversion of flow, etc). Protection shall be provided by constructing adequate drainage facilities, including, but not limited to, modifying existing facilities or by securing a drainage easement. [MC 9.14.110]
49. Public drainage easements, when required, shall be a minimum of 25 feet wide and shall be shown on the map and plan, and noted as follows: "Drainage Easement – no structures, obstructions, or encroachments by land fills are allowed." In addition, the grade within the easement area shall not exceed a 3:1 (H:V) slope, unless approved by the City Engineer.
50. The maintenance responsibility of the proposed storm drain line shall be clearly identified. Storm drain lines within private property will be privately maintained and those within public streets will be publicly maintained.
51. The proposed private storm drain system shall connect to the existing storm drain main line. A storm drain manhole shall be placed at the right-of-way line to mark the beginning of the publicly maintained portion of this storm drain.
52. This project shall submit civil engineering design plans, reports and/or documents (prepared by a registered/licensed civil engineer) for review and approval by the City Engineer per the current submittal requirements, prior to the indicated threshold or as required by the City Engineer. The submittal consists of, but is not limited to, the following:
 - a. Parcel Map (recordation prior to building permit issuance);
 - b. Mass grading w/ erosion control plan (prior to grading permit issuance);
 - c. Precise grading w/ erosion control plan (prior to building permit issuance);
 - d. Street, Storm Drain, RCFC Storm Drain, Sewer, Water (prior to map approval);
 - e. Final drainage study (prior to grading plan approval);

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- f. Final WQMP (prior to grading plan approval);
 - g. Legal documents (such as lot line adjustments, certificates of compliance, vacations, offers of dedications)(prior to building permit issuance);
 - h. As-Built revision for all plans (prior to Occupancy release);
53. Water quality best management practices (BMPs) designed to meet Water Quality Management Plan (WQMP) requirements for development shall not be used as a construction BMP. Water quality BMPs shall be maintained for the entire duration of the project construction and be used to treat runoff from those developed portions of the project. Water quality BMPs shall be protected from upstream construction related runoff by having proper best management practices in place and maintained. Water quality BMPs shall be graded per the approved design plans and once landscaping and irrigation has been installed, it and its maintenance shall be turned over to an established Property Owner's Association (POA).

Prior to Grading Plan Approval

54. Resolution of all drainage issues shall be as approved by the City Engineer.
55. A final detailed drainage study (prepared by a registered/licensed civil engineer) shall be submitted for review and approved by the City Engineer. The study shall include, but not be limited to: existing and proposed hydrologic conditions as well as hydraulic calculations for all drainage control devices and storm drain lines. The study shall analyze 1, 3, 6 and 24-hour duration events for the 2, 5, 10 and 100-year storm events [MC 9.14.110(A.1)]. A digital (pdf) copy of the approved drainage study shall be submitted to the Land Development Division.
56. Emergency overflow areas shall be shown at all applicable drainage improvement locations in the event that the drainage improvement fails or exceeds full capacity. This may include, but not be limited to, parkway drains.
57. A final project-specific Water Quality Management Plan (WQMP) shall be submitted for review and approved by the City Engineer, which:
- a. Addresses Site Design Best Management Practices (BMPs) such as minimizing impervious areas, maximizing permeability, minimizes directly connected impervious areas to the City's street and storm drain systems, and conserves natural areas;
 - b. Incorporates Source Control BMPs and provides a detailed description of their implementation;
 - c. Describes the long-term operation and maintenance requirements for BMPs requiring maintenance; and
 - d. Describes the mechanism for funding the long-term operation and maintenance of the BMPs.
- A copy of the final WQMP template can be obtained on the City's Website or by

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contacting the Land Development Division. A digital (pdf) copy of the approved final project-specific Water Quality Management Plan (WQMP) shall be submitted to the Land Development Division.

58. The final project-specific Water Quality Management Plan (WQMP) shall be consistent with the approved P-WQMP, as well as in full conformance with the document: "Water Quality Management Plan - A Guidance Document for the Santa Ana Region of Riverside County" dated October 22, 2012. The F-WQMP shall be submitted and approved prior to application for and issuance of grading permits. At a minimum, the F-WQMP shall include the following: Site Design BMPs; Source Control BMPs, Treatment Control BMPs, Operation and Maintenance requirements for BMPs and sources of funding for BMP implementation.

a. The Applicant has proposed to incorporate the use of infiltration BMPs and biotreatment BMPs. Final design and sizing details of all BMPs must be provided in the first submittal of the F-WQMP. The Applicant acknowledges that more area than currently shown on the plans may be required to treat site runoff as required by the WQMP guidance document.

b. The Applicant shall substantiate the applicable Hydrologic Condition of Concerns (HCOC) in Section F of the F-WQMP.

c. All proposed LID BMP's shall be designed in accordance with the RCFC&WCD's Design Handbook for Low Impact Development Best Management Practices, dated September 2011.

d. The proposed LID BMP's as identified in the project-specific P-WQMP shall be incorporated into the Final WQMP.

e. The NPDES notes per City Standard Drawing No. MVFE-350-0 shall be included in the grading plans.

f. Post-construction treatment control BMPs, once placed into operation for post-construction water quality control, shall not be used to treat runoff from construction sites or unstabilized areas of the site.

g. Prior to precise grading plan approval, the grading plan shall show any proposed trash enclosure to include a cover (roof) and sufficient size for dual bin (1 for trash and 1 for recyclables). The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building and Safety Division.

59. The developer shall ensure compliance with the City Grading ordinance, these Conditions of Approval and the following criteria:

a. The project street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area and outlet points. Unless otherwise approved by the City Engineer, lot lines shall be located at the top of slopes.

b. Any grading that creates cut or fill slopes adjacent to the street shall provide erosion control, sight distance control, and slope easements as approved by the City Engineer.

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c. All improvement plans are substantially complete and appropriate clearance letters are provided to the City.

d. A soils/geotechnical report (addressing the soil's stability and geological conditions of the site) shall be submitted to the Land Development Division for review. A digital (pdf) copy of the soils/geotechnical report shall be submitted to the Land Development Division.

60. Grading plans (prepared by a registered/licensed civil engineer) shall be submitted for review and approved by the City Engineer per the current submittal requirements.
61. The developer shall select Low Impact Development (LID) Best Management Practices (BMPs) designed per the latest version of the Water Quality Management Plan (WQMP) - a guidance document for the Santa Ana region of Riverside County.
62. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared in conformance with the State's current Construction Activities Storm Water General Permit. A copy of the current SWPPP shall be kept at the project site and be available for review upon request.
63. For projects that will result in discharges of storm water associated with construction with a soil disturbance of one or more acres of land, the developer shall submit a Notice of Intent (NOI) and obtain a Waste Discharger's Identification number (WDID#) from the State Water Quality Control Board (SWQCB) which shall be noted on the grading plans.

Prior to Grading Permit

64. A receipt showing payment of the Area Drainage Plan (ADP) fee to Riverside County Flood Control and Water Conservation District shall be submitted. [MC 9.14.100(O)]
65. If the developer chooses to construct the project in phases, a Construction Phasing Plan for the construction of on-site public or private improvements shall be submitted for review and approved by the City Engineer.
66. Security, in the form of a cash deposit (preferable), bond or letter of credit shall be submitted as a guarantee of the implementation and maintenance of erosion control measures. At least twenty-five (25) percent of the required security shall be in the form of a cash deposit with the City. [MC 8.21.160(H)]
67. Security, in the form of a cash deposit (preferable), bond or letter of credit shall be submitted as a guarantee of the completion of the grading operations for the project. [MC 8.21.070]

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Prior to Map Approval

68. All proposed street names shall be submitted for review and approved by the City Engineer, if applicable. [MC 9.14.090(E.2.k)]
69. A copy of the Covenants, Conditions and Restrictions (CC&R's) shall be submitted for review and approved by the City Engineer. The CC&R's shall include, but not be limited to, access easements, reciprocal access, private and/or public utility easements as may be relevant to the project.
70. The developer shall enter into a Cooperative Agreement with the City and Riverside County Flood Control and Water Conservation District establishing the terms and conditions covering the inspection, operation and maintenance of Master Drainage Plan facilities required to be constructed as part of the project.
71. After recordation, a digital (pdf) copy of the recorded map shall be submitted to the Land Development Division.
72. Resolution of all drainage issues shall be as approved by the City Engineer.
73. If the project involves the subdivision of land, maps may be developed in phases with the approval of the City Engineer. Financial security shall be provided for all public improvements associated with each phase of the map. The boundaries of any multiple map increment shall be subject to the approval of the City Engineer. If the project does not involve the subdivision of land and it is necessary to dedicate right-of-way/easements, the developer shall make the appropriate offer of dedication by separate instrument. In either case, the City Engineer may require the dedication and construction of necessary utility, street or other improvements beyond the project boundary, if the improvements are needed for circulation, parking, access, or for the welfare or safety of the public. This approval must be obtained prior to the Developer submitting a Phasing Plan to the California Bureau of Real Estate. [MC 9.14.080(B)(C), GC 66412 & 66462.5]
74. The developer shall guarantee the completion of all related improvements required for this project by executing a Public Improvement Agreement (PIA) with the City and posting the required security. [MC 9.14.220]
75. All public improvement plans required for this project shall be approved by the City Engineer in order to execute the Public Improvement Agreement (PIA).
76. The developer shall comply with the requirements of the City Engineer based on recommendations of the Riverside County Flood Control District regarding the construction of County Master Plan Facilities.

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77. All street dedications shall be free of all encumbrances, irrevocably offered to the public and shall continue in force until the City accepts or abandons such offers, unless otherwise approved by the City Engineer.

Prior to Improvement Plan Approval

78. The developer is required to bring any existing access ramps adjacent to and fronting the project to current ADA (Americans with Disabilities Act) requirements. However, when work is required in an intersection that involves or impacts existing access ramps, all access ramps in that intersection shall be retrofitted to comply with current ADA requirements, unless otherwise approved by the City Engineer.
79. The developer shall submit clearances from all applicable agencies, and pay all applicable plan check fees.
80. The street improvement plans shall comply with current City policies, plans and applicable City standards (i.e. MVS1-160 series, etc.) throughout this project.
81. Drainage facilities (i.e. catch basins, etc.) with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency escape shall also be provided.
82. The hydrology study shall be designed to accept and properly convey all off-site drainage flowing onto or through the site. In the event that the City Engineer permits the use of streets for drainage purposes, the provisions of current City standards shall apply. Should the quantities exceed the street capacity or the use of streets be prohibited for drainage purposes, as in the case where one travel lane in each direction shall not be used for drainage conveyance for emergency vehicle access on streets classified as minor arterials and greater, the developer shall provide adequate facilities as approved by the City Engineer. [MC 9.14.110 A.2]
83. All public improvement plans (prepared by a licensed/registered civil engineer) shall be submitted for review and approved by the City Engineer per the current submittal requirements.
84. The plans shall indicate any restrictions on trench repair pavement cuts to reflect the City's moratorium on disturbing newly-constructed pavement less than three (3) years old and recently slurry sealed streets less than one (1) year old. Pavement cuts may be allowed for emergency repairs or as specifically approved in writing by the City Engineer. Special requirements shall be imposed for repaving, limits to be determined by the City Engineer.
85. All dry and wet utilities shall be shown on the plans and any crossings shall be

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potholed to determine actual location and elevation. Any conflicts shall be identified and addressed on the plans. The pothole survey data shall be submitted to Land Development with the public improvement plans for reference purposes only. The developer is responsible to coordinate with all affected utility companies and bear all costs of any utility relocation.

86. Prior to improvement plan approval, pavement core samples of existing pavement shall be taken and findings submitted to the City for review and consideration of pavement improvements. The City will determine the adequacy of the existing pavement structural section. If the existing pavement structural section is found to be adequate, the developer may still be required to perform a 2 inch grind and overlay or slurry seal, depending on the severity of existing pavement cracking, as required by the City Engineer. If the existing pavement section is found to be inadequate, the Developer shall replace the pavement to meet or exceed the City's pavement structural section standard.

Prior to Encroachment Permit

87. Any work performed within public right-of-way requires an encroachment permit.

Prior to Building Permit

88. An engineered-fill certification, rough grade certification and compaction report shall be submitted for review and approved by the City Engineer. A digital (pdf) copy of the approved compaction report shall be submitted to the Land Development Division. All pads shall meet pad elevations per approved grading plans as noted by the setting of "blue-top" markers installed by a registered land surveyor or licensed civil engineer.
89. For all subdivision projects, the map shall be recorded. [MC 9.14.190]
90. For Commercial/Industrial projects, the owner may have to secure coverage under the State's General Industrial Activities Storm Water Permit as issued by the State Water Resources Control Board.
91. A walk through with a Land Development Inspector shall be scheduled to inspect existing improvements within public right of way along project frontage. Any missing, damaged or substandard improvements including ADA access ramps that do not meet current City standards shall be required to be installed, replaced and/or repaired. The applicant shall post security to cover the cost of the repairs and complete the repairs within the time allowed in the public improvement agreement used to secure the improvements.

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92. Certification to the line, grade, flow test and system invert elevations for the water quality control BMPs shall be submitted for review and approved by the City Engineer.
93. Prior to building permit issuance, the developer shall dedicate the following right of way to accommodate the required improvements:
 - (a) A 4 foot minimum pedestrian right of way dedication behind any driveway approach per City Standard No. MVSI-112C-0.
 - (b) Corner cutback right of way dedication per City Standard No. MVSI-165-0 on all intersecting public streets, as directed by the City Engineer.
 - (c) Right of way for a street knuckle (Moreno Valley City Standard Plan No. MVSI-162-0) at the intersection of Bay Avenue and Merwin Street.

Prior to Occupancy

94. All required as-built plans (prepared by a registered/licensed civil engineer) shall be submitted for review and approved by the City Engineer per the current submittal requirements.
95. The final/precise grade certification shall be submitted for review and approved by the City Engineer.
96. The developer shall complete all public improvements in conformance with current City standards, except as noted in the Special Conditions, including but not limited to the following:
 - a. Street improvements including, but not limited to: pavement, base, curb and/or gutter, cross gutters, spandrel, sidewalks, drive approaches, pedestrian ramps, street lights (MVU: SL-2), signing, striping, under sidewalk drains, landscaping and irrigation, medians, pavement tapers/transitions and traffic control devices as appropriate.
 - b. Storm drain facilities including, but not limited to: storm drain pipe, storm drain laterals, open channels, catch basins and local depressions.
 - c. City-owned utilities.
 - d. Sewer and water systems including, but not limited to: sanitary sewer, potable water and recycled water.
 - e. Under grounding of all existing and proposed utilities adjacent to and on-site. [MC 9.14.130]
 - f. Relocation of overhead electrical utility lines including, but not limited to: electrical, cable and telephone.
97. For commercial and industrial projects, a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant", "Maintenance Agreement for Water Quality Improvements located in the public right-of-way" and a "Declaration of Restrictive Covenants (encroachment on City easement)" shall be recorded to

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provide public notice of the maintenance requirements to be implemented per the approved final project-specific WQMP. A boilerplate copy of the covenants and agreements can be obtained by contacting the Land Development Division.

98. The applicant shall ensure the following, pursuant to Section XII. I. of the 2010 NPDES Permit:
 - a. Field verification that structural Site Design, Source Control and Treatment Control BMPs are designed, constructed and functional in accordance with the approved Final Water Quality Management Plan (WQMP).
 - b. Certification of best management practices (BMPs) from a state licensed civil engineer. An original WQMP BMP Certification shall be submitted for review and approved by the City Engineer.

99. The Developer shall comply with the following water quality related items:
 - a. Notify the Land Development Division prior to construction and installation of all structural BMPs so that an inspection can be performed.
 - b. Demonstrate that all structural BMPs described in the approved final project-specific WQMP have been constructed and installed in conformance with the approved plans and specifications;
 - c. Demonstrate that Developer is prepared to implement all non-structural BMPs described in the approved final project-specific WQMP; and
 - d. Demonstrate that an adequate number of copies of the approved final project-specific WQMP are available for future owners/occupants.
 - e. Clean and repair the water quality BMP's, including re-grading to approved civil drawing if necessary.
 - f. Obtain approval and complete installation of the irrigation and landscaping.

100. Prior to occupancy, the following improvements shall be completed:

Street "E" Private Street (consistent with the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066) shall be fully improved to its ultimate condition. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, and dry and wet utilities. Street "E", between Eucalyptus Avenue and Street "F", shall be designated as a private street, and as such, shall include signage indicating it is a private street with limited access to local traffic only, pavement treatment (pavers, stamped concrete, etc.) at its intersection with Eucalyptus Avenue and Street "F", and a raised median "right turn slip-lane" at its intersection with Eucalyptus Avenue forcing trucks to make right turns only.

101. Prior to occupancy, the following improvements shall be completed:

Street "E" south of Street F (112' RW / 76' CC: Arterial, City Modified Standard No. MVS1-104A) shall be fully improved to its ultimate condition per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066. Improvements

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shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, and dry and wet utilities.

102. Prior to occupancy, the following improvements shall be completed:
Eucalyptus Avenue (110' RW / 86' CC: 4-Lane Divided Arterial, City Modified Standard No. MVS1-103A-1 consistent with the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066) shall be constructed to achieve a half-width street width of 34', a full width 18' wide raised landscaped median, plus an additional 14' of pavement, from Redlands Boulevard to World Logistics Center Parkway. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, bike lane, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, and dry and wet utilities.
103. Prior to occupancy, the following improvements shall be completed:
World Logistics Center Parkway (168' RW / 132' CC: Divided Major Arterial, City Modified Standard No. MVS1-101A) shall be fully improved to its ultimate condition per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066, from Eucalyptus Avenue to Street "F". Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, undergrounding of overhead utilities, and dry and wet utilities.
104. Prior to occupancy, the following improvements shall be completed:
World Logistics Center Parkway (144' RW / 108' CC: 4-Lane Divided Arterial, City Modified Standard No. MVS1-103A) shall be fully improved per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066, from Street "F" to Alessandro Boulevard. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, undergrounding of overhead utilities, and dry and wet utilities.
105. Prior to occupancy, the following improvements shall be completed:
World Logistics Center Parkway (72' RW / 44' CC: Collector, City Modified Standard No. MVS1-106B) shall be fully improved per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066, from Alessandro Boulevard to the proposed cul-de-sac at the end of World Logistics Center Parkway. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, undergrounding of overhead utilities, and dry and wet utilities.

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106. Prior to occupancy, the following improvements shall be completed:
Merwin Avenue (66' R/W / 44' CC: Collector, City Standard No. MVS1-106B-0) shall be constructed to achieve a half-width street width of 22' per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066, from Bay Avenue to Alessandro Boulevard. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, undergrounding of overhead utilities, dry and wet utilities, and multi-use trails.
107. Prior to occupancy, the following improvements shall be completed:
Cactus Avenue (115' RW / 76' CC: Minor Arterial, City Modified Standard No. MVS1-105A) shall be fully improved per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, undergrounding of overhead utilities, dry and wet utilities, and multi-use trail.
108. Prior to occupancy, the following improvements shall be completed:
Alessandro Blvd. (120' RW / 76' CC: Arterial, City Modified Standard No. MVS1-104A) shall be fully improved per the approved World Logistics Center Roadway and Trails Masterplan, LCO22-0066, from Street "E" to World Logistics Center Parkway. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, multi-use trail, and dry and wet utilities.
109. Prior to occupancy, the following improvements shall be completed:
A private driveway between Parcel 9 to the north, Parcels 10, 11, and 12 to the south, Street "E" to the west, and World Logistics Center Parkway to the east, shall be constructed to provide a full-width street of 40'.
110. Prior to occupancy, the following improvements shall be completed:
The roundabout proposed at the Street "E" and Street "F" intersection shall be constructed to its ultimate condition.
111. Prior to occupancy, the following improvements shall be completed:
The roundabout proposed at the Street "F" and World Logistics Center Parkway shall be constructed to its ultimate condition.
112. Prior to occupancy, the following improvements shall be completed:
The roundabout proposed at the Eucalyptus Avenue and World Logistics Center Parkway shall be constructed to its ultimate condition.
113. Prior to occupancy, the following improvements shall be completed:

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The roundabouts proposed at the World Logistics Center Parkway and Alessandro Boulevard intersections shall be constructed to their ultimate conditions.

114. Prior to occupancy, the following improvements shall be completed:
Bay Avenue and Merwin Street Intersection shall be improved as a street knuckle per City Standard Plan No. MVS1-162-0.

Special Districts Division

115. Maintenance Period. The Developer, or the Developer's successors or assignees shall be responsible for all parkway, traffic circle, open space and/or median landscape maintenance and utility costs, etc. for a period no less than one (1) year commencing from the time all items of work have been completed to the satisfaction of Landscape Services staff as per the City of Moreno Valley Public Works Department Landscape Design Guidelines, or until such time as the City accepts maintenance responsibilities.
116. Independent Utilities. Parkway, median, slope, traffic circle and/or open space landscape areas included within a special financing district are required to have independent utility systems, including but not limited to water, electric, and telephone services. An independent irrigation controller and pedestal will also be required. Combining utility systems with existing or future landscape areas that are not within the same CFD 2014-01 tax rate layers or funding program (e.g. NPDES) will not be permitted.
117. Landscape Inspection Fees. Inspection fees for the monitoring of landscape installation associated with the City of Moreno Valley maintained landscaping are due prior to the required pre-construction meeting. (MC 3.32.040)
118. Landscape Guidelines. Plans for parkway, median, slope, traffic circle, and/or open space landscape areas designated in the project's Conditions of Approval for incorporation into a City Coordinated landscape maintenance program, shall be prepared and submitted in accordance with the City of Moreno Valley Public Works Department Landscape Design Guidelines. The guidelines are available on the City's website at www.moval.org or from Landscape Services (951.413.3480 or SDLandscape@moval.org).
119. Maintenance Responsibility. The ongoing maintenance of any landscaping required to be installed behind the curb shall be the responsibility of the property owner.
120. Landscape Plan Check Fees. Plan check fees for review of parkway/median, open space, and/or traffic circle landscape plans for improvements that shall be maintained by the City of Moreno Valley are due upon the first plan submittal. (MC 3.32.040)

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121. The ongoing maintenance of any water quality BMP (e.g. Bioswale) constructed in the public right of way shall be the responsibility of a property owner association or the property owner.
122. Zones A and C. The parcel(s) associated with this project is included in Moreno Valley Community Services District Zone A (Parks & Community Services) and Zone C (Arterial Street Lighting). Zone A is levied on the property tax bill on a per parcel or dwelling unit basis. Zone C is levied on the property tax bill on a per parcel basis. Zone A and Zone C are levied against all assessable parcels, and any subdivision thereof.

Prior to Building Permit

123. Street Light Coordination/Advanced Energy Fees. Prior to the issuance of the 1st Building Permit for this project, the Developer shall pay New Street Light Installation Fees for all street lights required to be installed for this development. Payment will be collected by the Land Development Division. Fees are based on the street light administration/coordination and advanced energy fees as set forth in the City Fees, Charges, and Rates as adopted by City Council and effective at the time of payment. Any change in the project which increases the number of street lights to be installed requires payment of the fees at the then current fee. Questions may be directed to the Special Districts Administration at 951.413.3470 or SDAdmin@moval.org.
124. CFD 2014-01. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee, form an association to fund the services or fund an endowment) to provide an ongoing funding source for a) Street Lighting Services for capital improvements, energy charges, and maintenance and/or b) Landscape Maintenance Services for public parkway, traffic circle, open space, and/or median landscaping on Eucalyptus Ave., Redlands Blvd., Street "E", Street "F", Merwin St., World Logistics Center Parkway, Alessandro Blvd., Bay Ave., Cottonwood Ave., Dracaea Ave., Encelia Ave., and/or Cactus Avenue.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or

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formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer forming a property owner association that will be responsible for the improvements and any and all operation and maintenance costs for the improvements or by funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

125. Approved Landscape Plans. For those areas to be maintained by the City and prior to the issuance of the 1st Building Permit, Planning, Landscape Services and Transportation Engineering staff, at a minimum, shall review and approve the final median, parkway, slope, traffic circle and/or open space landscape/irrigation plans as designated on the tentative map or in these Conditions of Approval.
126. Major Infrastructure SFD Major Infrastructure Financing District. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the construction and maintenance of major infrastructure improvements, which may include but is not limited to thoroughfares, bridges, and certain flood control improvements. This condition will be applicable provided said district is under development at the time this project applies for the 1st Building Permit. This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable

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legislation, and consistent with the scheduling for City Council meetings. An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

127. Park Maintenance Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or fund an endowment) to provide an ongoing funding source for the continued maintenance, enhancement, and/or retrofit of parks, open spaces, linear parks, and/or trails systems.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

128. Maintenance Services Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the operation and maintenance of public improvements and/or services associated with impacts of the development. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation

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(i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this funding source will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

129. Public Safety Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for Public Safety services, which may include but is not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this condition will be identified at such time as a special

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financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

Prior to Building Final or Occupancy

130. Parkway, open space, traffic circle, and/or median landscaping specified in the project's Conditions of Approval shall be constructed in compliance with the approved landscape plans and completed prior to the issuance of the first Certificate of Occupancy/Building Final for this project.
131. Mylars of the landscape and irrigation plans shall be submitted on hanging tab to Landscape Services.

Transportation Engineering Division

132. World Logistic Center Parkway, south of Street F, along project frontage is classified and shall be improved as a Modified 4-Lane Divided Arterial (144'RW/108'CC) per City Modified Standard Plan No. MVSI-103A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard, approved World Logistics Center Roadway and Trails Masterplan, and approved street improvement plans (LCO22-0087). A Class II bike lane shall be provided along the project frontage.
133. World Logistic Center Parkway, south of E Alessandro Boulevard, along project frontage is classified and shall be improved as a Modified Arterial (144'RW/108'CC) per City Modified Standard Plan No. MVSI-104A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard, approved World Logistics Center Roadway and Trails Masterplan, and approved street improvement plans (LCO22-0087). A Class II bike lane shall be provided along the project frontage.
134. The existing roundabout at the intersection of Redland Boulevard and Eucalyptus Avenue shall be reconstructed as a two-lane roundabout. Ultimate intersection improvements include the addition of a second circulating lane for the southbound, eastbound, and northbound directions, a second entering lane for the for the eastbound and northbound approaches, and a second departure lane in the southbound and northbound directions. The applicant shall enter into a reimbursement agreement with the City, as required by the City Engineer. Failure to enter into an agreement with the City may result in no reimbursements.

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135. The intersection of Alessandro Boulevard and Street E shall be improved as a three-legged, single-lane roundabout per the approved layout determined in the approved traffic study, prepared by Stantec and dated February 22, 2023, and to the satisfaction of the City Engineer.
136. The intersection of Street E and Street F shall be improved as a four-legged, single-lane roundabout per approved street improvement plans (LCO22-0088) and to the satisfaction of the City Engineer.
137. Prior to an issuance of an encroachment permit for any work in the public right-of-way, a construction traffic control plan prepared by a Registered Civil or Traffic Engineer is required for plan approval.
138. Conditions of approval may be modified if project is phased or altered from any approved plans.
139. Redlands Boulevard is classified and shall be improved as a Modified 4-Lane Divided Arterial per City Modified Standard Plan No. MVSI-103A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard and approved World Logistics Center Roadway and Trails Masterplan. Prior to the map approval the applicant shall enter into an agreement with the City for the construction costs of the ultimate improvements on Redlands Boulevard, including communication conduit, along Redlands Boulevard from Dracaea Avenue to Eucalyptus Avenue.
140. Street E, south of Street F, along project frontage is classified and shall be improved as a Modified Arterial (112'RW/76'CC) per City Modified Standard Plan No. MVSI-104A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard and approved World Logistics Center Roadway and Trails Masterplan. Class II bike lanes shall be provided.
141. The intersection of World Logistic Center Parkway and Street F is planned to be a four-legged, partial-multilane roundabout with a second circulating lane in the northbound and southbound direction, a designated westbound right turn, two-lane northbound, southbound, and eastbound approach. Any improvements undertaken with this project shall be per approved street improvement plans (LCO22-0087) and to the satisfaction of the City Engineer.
142. The intersection of E Alessandro Boulevard and World Logistics Center Parkway shall be improved as a three-legged, partial-multilane roundabout with a northbound and westbound right turn bypass lane, two-lane southbound approach, and a second circulating lane in the southbound direction per the approved layout determined in the approved traffic study, prepared by Stantec and dated February

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22, 2023, and to the satisfaction of the City Engineer.

143. Street E (Private Street) along project frontage shall be improved and be consistent with the approved World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with the approved World Logistics Center Roadway and Trails Masterplan and approved street improvement plans (LCO22-0088).
144. In the event a bus turnout is required by the City of Moreno Valley and Riverside Transit Agency (RTA) along project frontage, a bus turnout shall be designed and constructed per City Standard Plan No. MVSI-161-0 and RTA's design requirements.
145. Eucalyptus Avenue along project frontage is classified and shall be improved as a Modified 4-Lane Divided Arterial (110'RW/86'CC) per City Modified Standard Plan No. MVSI-103A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard, approved World Logistics Center Roadway and Trails Masterplan, and approved street improvement plans (LCO22-0086). A Class II bike lane shall be provided along the project frontage.
146. Cactus Avenue is classified and shall be improved as a Minor Arterial (103'RW/64'CC) per City Modified Standard Plan No. MVSI-105A-2, as approved in the World Logistic Center Roadway and Trails Masterplan (LCO22-0066), between W Alessandro Boulevard and Redlands Boulevard. Any improvements undertaken with this project shall be consistent with City Standard and approved World Logistics Center Roadway and Trails Masterplan.
147. Street F, west of World Logistic Center Parkway, is classified and shall be improved as a Modified Arterial (112'RW/76'CC) per City Modified Standard Plan No. MVSI-104A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard, approved World Logistics Center Roadway and Trails Masterplan, and approved street improvement plans (LCO22-0089). A Class II bike lane shall be provided along the project frontage.
148. The intersection of World Logistic Center Parkway and Eucalyptus Avenue is planned to be a four-legged, two-lane roundabout with two-lane northbound, southbound, and eastbound approaches, a westbound right turn bypass lane, and second circulating lane in the northbound, southbound, and eastbound direction. Any improvements undertaken with this project shall be consistent with City Standard and approved street improvement plans (LCO22-0087).
149. The intersection of W Alessandro Boulevard and World Logistics Center Parkway shall be improved as a four-legged, single-lane roundabout with a southbound right

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turn bypass lane per the approved layout determined in the approved traffic study, prepared by Stantec and dated February 22, 2023, and to the satisfaction of the City Engineer.

150. World Logistic Parkway, north of Street F, along project frontage is classified and shall be improved as a Modified 6-Lane Divided Arterial (168'RW/132'CC) per City Modified Standard Plan No. MVSI-101A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard, approved World Logistics Center Roadway and Trails Masterplan, and approved street improvement plans (LCO22-0087). A Class II bike lane shall be provided along the project frontage.
151. Alessandro Boulevard, west of World Logistics Center Parkway, along project frontage is classified and shall be improved as a Modified 4-Lane Divided Arterial (120'RW/76'CC) per City Modified Standard Plan No. MVSI-104A-1, as approved in the World Logistics Center Roadway and Trails Masterplan (LCO22-0066). Any improvements undertaken with this project shall be consistent with City Standard and approved World Logistics Center Roadway and Trails Masterplan. A Class II bike lane shall be provided along the project frontage.
152. Bay Avenue and Merwin Street along project frontage is classified and shall be improved as a Collector (66'RW/44'CC) per City Standard Plan No. MVSI-106B-1. Any improvements undertaken with this project shall be consistent with City Standard.
153. The existing roundabout at the intersection of Eucalyptus Avenue and Street E (Private Street) shall be improved as a four-legged roundabout per the approved plans (LCO22-0088) and to the satisfaction of the City Engineer. A designated northbound right-turn lane and appropriate signage shall be installed to restrict northbound truck traffic to right turns only.
154. The intersection of Alessandro Boulevard and Cactus Avenue shall be improved as a three-legged, single-lane roundabout with a northbound right turn bypass lane per the approved layout determined in the approved traffic study, prepared by Stantec and dated February 22, 2023, and to the satisfaction of the City Engineer.
155. The intersection of Bay Avenue and Merwin Street shall be improved as a knuckle per City Standard Plan No. MVSI-162-0.