

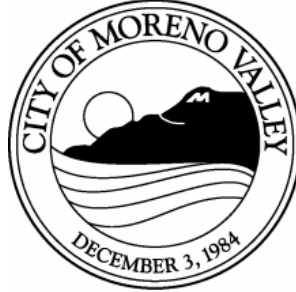
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**PLANNING COMMISSIONERS**

RAY L. BAKER  
Vice-Chair

RICHARD DOZIER  
Commissioner

GEORGE SALAS, JR.  
Commissioner



AMBER CROTHERS  
Commissioner

THOMAS A. OWINGS  
Commissioner

CARLOS RAMIREZ  
Commissioner

MELI VAN NATTA  
Commissioner

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# **PLANNING COMMISSION AGENDA**

**May 12, 2011**

**PLANNING COMMISSION MEETING – 7:00 P.M.**

**CITY OF MORENO VALLEY  
City Hall Council Chambers  
14177 Frederick Street  
Moreno Valley, California 92553**

**CALL TO ORDER**

**ROLL CALL**

**PLEDGE OF ALLEGIANCE**

**APPROVAL OF AGENDA**

**PUBLIC ADVISED OF THE PROCEDURES TO BE FOLLOWED IN THE MEETING**

**(ON DISPLAY AT THE REAR OF THE ROOM)**

**COMMENTS BY ANY MEMBER OF THE PUBLIC ON ANY MATTER WHICH IS NOT LISTED ON THE AGENDA AND WHICH IS WITHIN THE SUBJECT MATTER JURISDICTION OF THE COMMISSION**

The City of Moreno Valley complies with the Americans with Disabilities Act of 1990. If you need special assistance to participate in this meeting, please contact Mel Alonzo, ADA Coordinator at (951) 413-3027 at least 48 hours prior to the meeting. The 48-hour notification will enable the City to make arrangements to ensure accessibility to this meeting.

## NON-PUBLIC HEARING ITEMS

1. Recognition of Former Planning Commissioners:  
Michael Geller, 14 Years of Dedicated Service  
Rick De Jong, 9 Years of Dedicated Service  
Maria Marzoeke, 8 Years of Dedicated Service
2. [PA11-0017 - Fiscal Year 2011-2012 Capital Improvement Plan Conformance with General Plan](#)

**Recommendation:** That the Planning Commission make a finding that the Fiscal Year 2011-2012 Proposed Capital Improvement Plan is in conformance with the City of Moreno Valley's General Plan.

## PUBLIC HEARING ITEMS

1. Case Number: PA10-0035  
Case Description: [PA10-0035 Amendment to Municipal Code for Water Quality requirements.](#)  
Case Type: Municipal Code Amendment  
Applicant: City of Moreno Valley  
Owner: City of Moreno Valley  
Representative: City of Moreno Valley  
Location: City Wide  
Proposal: The proposed amendment is an update to the City's Municipal Code to implement new design standards to comply with the 2010 National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer (MS4) Permit which is designed to minimize impacts from new development as well as redevelopment projects discharging urban waters entering Waters of the U.S. from municipal separate storm sewer systems which is regulated under the National Pollutant Discharge Elimination System (NPDES) permit.  
Case Planner: Julia Descoteaux  
**Recommendation:** **APPROVE** Resolution No. 2011 and thereby **RECOMMEND** that the City Council:
  1. **APPROVE** PA10-0035 (Municipal Code Amendment); and,
  2. **RECOGNIZE** that PA10-0035 (Municipal Code Amendment) qualifies as an exemption in accordance with CEQA Guidelines, Section 15061 as defined by Section 15378.

2. Case Number: P11-029  
Case Description: [Amendment to Aquabella Development Agreement](#)  
Case Type: Development Agreement Amendment  
Applicant: Highland Fairview  
Owner: Moreno Valley Properties  
Representative: Wayne Peterson  
Location: NEC Lasselle Street and Cactus Avenue  
Proposal: Amendment to Aquabella Development Agreement to remove Planning Area 2 (portion of Parcel 486-280-045).  
Case Planner: John C. Terell, AICP

**Recommendation:** **APPROVE** Resolution No. 2011-14 and thereby **RECOMMEND** that the City Council:

1. **RECOGNIZE** that P11-029 is exempt from the California Environmental Quality Act as the First Amendment would not result in substantial changes to the Aquabella Development Agreement necessitating additional environmental review; and,
2. **APPROVE** P11-029, a First Amendment to the Aquabella Development Agreement to remove Planning Area 2, a 13.2-acre parcel at the northeast corner of Cactus Avenue and Lasselle Street.

3. Case Number: P08-133  
PA08-0097  
PA08-0098  
PA09-0022  
PA10-0017  
Case Description: [Plot Plan for a 937,260 square foot warehouse facility on 55 acres, Tentative Parcel Map No. 36027, Zone Change from BP to LI, a Municipal Code Amendment and an Environmental Impact Report.](#)  
Case Type: Environmental Impact Report  
Plot Plan with hearing for a 937,260 square foot warehouse building on 55 acres  
Zone Change from Business Park (BP) to Light Industrial (LI)  
Tentative Parcel Map No. 36207  
Municipal Code Amendment to Section 9.05  
Applicant: Ridge Rancho Belago, LLC

Owner: Ridge Rancho Belago, LLC  
Representative: Inland Empire Development Services  
Location: South side of State Route 60, on the north side of Eucalyptus Avenue, approximately 650 feet west of Redlands Boulevard.  
Proposal: West Ridge Commerce Center project for a 937,260 square foot warehouse distribution building on a 55-acre site. Approval of this project requires adoption of a Zone Change from the BP to LI and a Municipal Code Amendment to require a buffer in the LI zone between warehouses of 50,000 square and larger and adjacent Residential districts. Tentative Parcel Map No. 36207 is required to combine the multiple parcels of the project site into a single parcel. This project also requires certification of an Environmental Impact Report.  
Case Planner: Jeff Bradshaw  
**Recommendation:** **ADOPT** Resolution No. 2011-13 and thereby **RECOMMEND** that the City Council:

1. **APPROVE AND CERTIFY** that the Environmental Impact Report (EIR) for the West Ridge Commerce Center Project (Exhibit A) has been completed in compliance with the California Environmental Quality Act; and,
2. **APPROVE** PA08-0097 (Zone Change) for 55 acres from Business Park (BP) to Light Industrial (LI) as shown on Exhibit B; and,
3. **APPROVE** PA10-0017 (Municipal Code Amendment) to provide for setbacks and buffering of warehouse/industrial building from adjacent residential zones as shown on Exhibit C; and,
4. **APPROVE** PA08-0097 (Plot Plan), subject to the attached conditions of approval included as Exhibit D; and,
5. **APPROVE** PA09-0022 (Tentative Parcel Map No. 36207), subject to the attached conditions of approval included as Exhibit E.

## **OTHER BUSINESS**

1. [Denial Resolution: PA10-0022 \(Municipal Code Amendment - Dark Sky\)](#)

**Recommendation:**

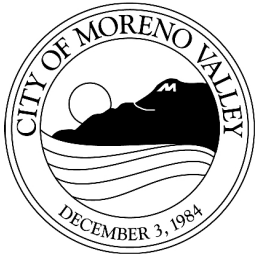
**APPROVE** Resolution No. 2011-10, recognizing that any proposed amendment is exempt from the California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15061 of the CEQA Guidelines and **RECOMMEND** to City Council the **DENIAL** of proposed Municipal Code amendments to Title 9, Chapter 9.08, Section 9.08.100, "Lighting", Section 9.08.190, "Street Lighting", Chapter 9.16 Article IV "Applications for Hillside Development", Section 9.16.235 "Hillside Design Guidelines", Article VI, Applications for Lighting, Section 9.16.280 "General Requirements", and Chapter 9.15 Section 9.15.030, "Definitions" relating to dark sky provisions for general, athletic field/park and street lighting citywide.

2. Election of Officers

**STAFF COMMENTS**

**PLANNING COMMISSIONER COMMENTS**

**ADJOURNMENT**



## PLANNING COMMISSION STAFF REPORT

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Case: PA11-0017 - Fiscal Year 2011-2012 Capital Improvement Plan Conformance with General Plan

Date: May 12, 2011

Applicant: City of Moreno Valley

Representative: Public Works Department

Location: Various Locations Throughout the City of Moreno Valley

Proposal: Make a Finding that the Fiscal Year 2011-2012 Proposed Capital Improvement Plan is in Conformance with the City of Moreno Valley's General Plan

Redevelopment Area: Yes, For Some Projects

Recommendation: Approval

### **SUMMARY**

City staff produces an updated Fiscal Year 2011-2012 Proposed Capital Improvement Plan, which is brought annually before City Council for approval and to make a finding that the document is consistent with AB 1600, the California Mitigation Act. The document also is brought annually before the Planning Commission to make a finding that the plan is in conformance with the City of Moreno Valley's General Plan.

## **PROJECT DESCRIPTION**

### **Background**

The intent of the Fiscal Year 2011-2012 Proposed Capital Improvement Plan is to identify the various capital improvements and funding over the next fiscal year and establish a capital improvement plan over the next five years and beyond, to buildout, as referred to in general plan use and circulation plans. The document has been grouped by categories, by fund, and has a detailed project sheet for every project that is requesting carry over funds or new funds for the fiscal year 2011-2012. All of the capital improvements were provided with an estimate of total project cost and anticipated fiscal year of construction. This plan also focuses on establishing funding sources and the availability of funds during the anticipated fiscal year of construction.

The document is designed to be a five year rolling document that will be revised annually as part of the budget adoption process. The Fiscal Year 2011-2012 Proposed Capital Improvement Plan begins with the capital budget year 2011-2012 and extends to the "Plan 2015-2016 and Beyond." All projects listed in the "Plan 2015-2016 and Beyond" time frame are typically unfunded and will be brought forward as the community needs arise.

### **Description**

The streets listed in the Fiscal Year 2011-2012 Proposed Capital Improvement Plan and all of the traffic signals are consistent with the General Plan. The parks projects listed meet the three acre per one thousand population standard set forth in the General Plan, as well as the Library's square foot per capita, and Fire Station response time document.

## **REVIEW PROCESS**

Staff has had numerous meetings with all City Departments in an effort to prepare a complete Capital Budget and Fiscal Year 2011-2012 Proposed Capital Improvement Plan. This document, if approved by the Planning Commission, is tentatively scheduled to be presented to the City Council on June 14, 2011 for adoption as part of the City's Fiscal Year 2011-2012 Budget.

## **ENVIRONMENTAL**

The proposal is not a "project" as defined under the California Environmental Quality Act (CEQA) in that the proposal is a fiscal activity that would not involve any commitment to any specific project, which may result in a potentially significant physical impact on the environment. (Section 15378(b) (4) of the CEQA Guidelines).

## **NOTIFICATION**

Publication of the Planning Commission Agenda.

**STAFF RECOMMENDATION**

That the Planning Commission make a finding that the Fiscal Year 2011-2012 Proposed Capital Improvement Plan is in conformance with the City of Moreno Valley's General Plan.

Prepared by:

Larry Gonzales  
Senior Engineer, P.E.

Approved by:

Prem Kumar, P.E.  
Deputy Public Works Director/Assistant City  
Engineer

John C. Terell, AICP  
Planning Division Manager/Planning Official

ATTACHMENT: Fiscal Year 2011-2012 Proposed Capital Improvement Plan,  
Projects Listed by Category



**Capital Improvement Plan  
FY 2011-2016 and Beyond  
Projects Listed by Category  
Amount in \$1,000's**

**SUMMARY BY CATEGORY**

<b>Category</b>	<b>Carryover FY 11/12</b>	<b>New Request FY 11/12</b>	<b>Plan FY 12/13</b>	<b>Plan FY 13/14</b>	<b>Plan FY 14/15</b>	<b>Plan FY 15/16 &amp; Beyond</b>	<b>Grand Totals</b>
STREET IMPROVEMENTS	19,268	8,832	35,434	75,878	62,890	638,803	<b>841,105</b>
BRIDGES	18,865	-	-	-	-	100,244	<b>119,109</b>
BUILDINGS	9,165	98	1,566	2,462	5,306	236,912	<b>255,509</b>
DRAINAGE, SEWERS, AND WATERLINES	270	-	-	230	3,083	34,852	<b>38,435</b>
ELECTRIC UTILITY	136	1,025	-	2,000	5,507	4,388	<b>13,056</b>
LANDSCAPING	-	-	120	120	120	120	<b>480</b>
PARKS	3,335	725	3,509	805	660	322,631	<b>331,665</b>
TRAFFIC SIGNALS	970	670	1,593	890	30	42,665	<b>46,818</b>
UNDERGROUND UTILITIES	213	-	-	-	-	2,801	<b>3,014</b>
<b>TOTAL BY CATEGORY</b>	<b>52,222</b>	<b>11,350</b>	<b>42,222</b>	<b>82,385</b>	<b>77,596</b>	<b>1,383,416</b>	<b>1,649,191</b>

**Capital Improvement Plan  
FY 2011-2016 and Beyond  
Projects Listed by Category  
Amount in \$1,000's**

**STREET IMPROVEMENTS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
<b>Funded Projects</b>												
Auto Mall Street Upgrades	Roadway construction, including signage	07	897	91725	RDA 2007 TABS	510						510
Bicycle Lane	Construct missing bike lanes (Project completed)	08	125	65320	Measure "A"							0
Boeing Street and McDonnel Street Sidewalks / Bay Avenue to Vought Street	Sidewalk improvements (Project completed)	09	283	68728	CDBG 08/09							0
Citywide Sidewalks and Access Ramps	Install sidewalk and access ramps	10	122	72227	SCAG Article 3	150						150
Cottonwood Avenue / Perris Boulevard to 650 Feet East of Perris Boulevard	Interim street widening improvements	11	416	78528	DIF Arterial Streets		305					305
Day Street Improvements / Alessandro Boulevard to Cottonwood Avenue	Design, R/W, and construction	12	897	91724	RDA 2007 TABS	391						391
Day Street Widening / Eucalyptus Avenue to 660 Feet North	Street widening improvements	13	892	80030	RDA Capital Projects	315						315
Dracaea Avenue Sidewalk / Morrison Street to Mascot Lane	Sidewalk improvements	14	125	67129	Measure "A"							0
			125	67129	Measure "A" (SR2S)	48						48
Dracaea Avenue / Perris Boulevard to Patricia Street	Street improvements	15	285	New	CDBG 10/11		670					670
Heacock Street Improvements / Hemlock Avenue to Ironwood Avenue	Street improvements	16	416	78827	DIF Arterial Streets	345						345
Indian Street / Alessandro Boulevard Sidewalk Improvements	Sidewalk improvements (Projected completed)	17	125	82828	Measure "A"							0
			125	82828	Measure "A" (SR2S)	2						2

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**Capital Improvement Plan  
FY 2011-2016 and Beyond  
Projects Listed by Category  
Amount in \$1,000's**

**STREET IMPROVEMENTS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals	
Indian Street Bicycle Lanes / Iris Avenue to Katrina Street	Install bicycle lanes	18	125	56331	Measure "A"	14						14	
			125	56331	BTA Award	130							130
Ironwood Avenue Improvements / Day Street to Barclay Drive	Street, storm drain, and traffic signal	19	897	91727	RDA 2007 TABS	724						724	
			414	80422	EMWD								0
Ironwood Avenue / Heacock Street to Perris Boulevard	Street improvements and SCE powerpole relocation	20	415	70227	TUMF Capital Projects							0	
			416	78727	DIF Arterial Streets		1,550						1,550
			501	82625	2005 Lease Revenue Bonds								0
Lasselle Street / John F. Kennedy Drive to Alessandro Boulevard	Street widening improvements	21	501	82725	2005 Lease Revenue Bonds							0	
Perris Boulevard Southbound Lane to SR-60 Westbound On-Ramp	Westbound SR-60 on-ramp widening	22	125	66627	Measure "A"	252						252	
Pigeon Pass Road Widening / Climbing Rose Drive to North City Limits	Street widening improvements (Project completed)	23	125	67428	Measure "A"							0	
			416	78725	DIF Arterial Streets								0
Sheila Street Sidewalk / Filaree Avenue to Gentian Avenue	Construct sidewalk along the west side of Sheila Street (Project completed)	24	282	68627	CDBG 07/08							0	

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**Capital Improvement Plan  
FY 2011-2016 and Beyond  
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**STREET IMPROVEMENTS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
SR-60 / Nason Street Interchange	Interchange improvements	25	125	89720	Measure "A"	446						446
			125	66929	Measure "A" (Fed. Demo Funds)	2,657						2,657
			125	66930	Measure "A" (Demo Toll Credit)	664						664
			125	67029	Measure "A" (STPL (Const))	4,941						4,941
			125	67030	Measure "A" (STPL Toll Credit)	637						637
			418	83630	DIF Interchange (211)	1,740						1,740
Sunnymead Boulevard / Frederick Street to Perris Boulevard	Aesthetic enhancements to increase economic activity (Project completed)	26	125	67128	Measure "A" (TE Grant)							0
			501	82125	2005 Lease Revenue Bonds	10						10
			892	80221	RDA Capital Projects	10						10
Temco Street Sidewalk / Boeing Street to Pan Am Boulevard	Sidewalk improvements (Project completed)	27	283	68428	CDBG 08/09							0
Vought Street Sidewalk / Boeing Street to Pan Am Boulevard and Boeing Street Sidewalk / Vought Street to Temco Street	Sidewalk improvements (Project completed)	28	283	68528	CDBG 08/09							0
<b>Total Funded Projects</b>						<b>13,986</b>	<b>2,525</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,511</b>

**Capital Improvement Plan  
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**STREET IMPROVEMENTS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
<b>Partially Funded Projects</b>												
Annual ADA Compliant Curb Ramp Upgrades	Upgrade existing non-ADA compliant curb ramps	29	125	66629	Measure "A"	100	200					300
			125		Unfunded			200	200	200	200	800
Box Springs Road / West of Clark Street to Day Street	Street improvements (Project on hold)	30	415	72928	TUMF Capital Projects							0
			416		Unfunded			922	1,999			2,921
Cactus Avenue Eastbound 3rd Lane Improvements / I-215 to Veterans Way	Street improvements	31	416	78527	DIF Arterial Streets	14						14
			416		Unfunded				1,460			1,460
Cactus Avenue Eastbound 3rd Lane Improvements / Veterans Way to Heacock	Street improvements	32	416	83328	DIF Arterial Streets	3						3
			416		Unfunded				2,610			2,610
Cactus Avenue / Lasselle Street to Nason Street	Street improvements	33	125	New	Measure "A"		2,300					2,300
			UNF		Unfunded (SLPP Grant)			1,000				1,000
			UNF		Measure "A"			800				800
			UNF		Corporate Yard DIF			2,500				2,500
			UNF		RDA Tax Incr.			2,000				2,000
			UNF		General City Capital Project			300				300

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Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Citywide Annual Pavement Resurfacing Program	Overlay various streets citywide	34	125	56330	Measure "A"		1,650					1,650
			225	68722	Traffic Congestion Relief							0
			226	79728	Proposition 1B							0
			125		Unfunded			1,250	1,250	1,250	1,250	5,000
Citywide Annual Pavement Resurfacing Program	Supplemental Description	35									0	
Heacock Street Sidewalk / Atwood Ave to Myers Ave (Phase 1-Interim Improvements and Phase 2-Ultimate Improvements)	Street improvements	36	125	56333	Measure "A"		200					200
			125		Unfunded						1,185	1,185
Heacock Street / Perris Valley Storm Drain Lateral "A" to Cactus Avenue	Street improvements	37	415	70127	TUMF Capital Projects							0
			416	78825	DIF Arterial Streets	2						2
			415		Unfunded				3,200			3,200
			416		Unfunded				354			354
			417		Unfunded				270			270

**Capital Improvement Plan  
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**STREET IMPROVEMENTS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Heacock Street / San Michele Road to Perris Valley Storm Drain Lateral "A"	Street improvements	38	415	72827	TUMF Capital Projects	48	179					227
			415		Unfunded				2,554			2,554
Heacock Street South Extension	Street extension improvements	39	125	66729	Measure "A"	14	130					144
			415		Unfunded			300	1,200			1,500
Indian Street / Manzanita Avenue Intersection Reconfiguration	Configure street intersection	40	125	56334	Measure "A"		25	75				100
Ironwood Avenue / Perris Boulevard to Nason Street	Street widening improvements	41	415	72727	TUMF Capital Projects	20						20
			415		Unfunded				2,700	9,000		11,700
			416	83130	DIF Arterial Streets	20						20
Kitching Street / Alessandro Boulevard to Gentian Avenue	Street widening improvements and traffic Signals upgrade	42	501	82425	2005 Lease Revenue Bonds	15						15
			471	79125	DIF Traffic Signals							0
			416		Unfunded						2,535	2,535
			125		Unfunded						300	300

**Capital Improvement Plan  
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Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Moreno Beach Drive Widening / Cactus Avenue to Auto Mall Drive	Widen Moreno Beach Drive from 2 to 6 lanes	43	416	83428	DIF Arterial Streets							0
			416		Unfunded				434	3,340	19,012	22,786
Nason Street / Cactus Avenue to Iris Avenue	Street improvements	44	892	New	RDA Tax Incr.		1,200					1,200
			UNF		RDA Tax Incr.			2,800				2,800
			UNF		DIF Library			4,000				4,000
			UNF		DIF Arterial Streets			2,500				2,500
			UNF		Gen. City C.P.			1,000				1,000
			UNF		DIF Traffic Signals			272				272
Pavement Rehabilitation Program (formerly Slurry Seal Program)	Slurry various streets citywide	45	125	84830	Measure "A"	64	116					180
			125		Unfunded			130	130	130	130	520
Perris Boulevard Widening / Ironwood Avenue to Manzanita Avenue	Street Improvements	46	415	70225	TUMF Capital Projects	275						275
			416	78726	DIF Arterial Streets	338						338
			417	79226	DIF Traffic Signals							0
			415		Unfunded					1,243		1,243
			416		Unfunded					3,247		3,247
			417		Unfunded					235		235



**Capital Improvement Plan  
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**STREET IMPROVEMENTS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Perris Boulevard Widening / Perris Valley Storm Drain Lateral "B" to Cactus Avenue	Street widening and storm drain improvements	47	415	70125	TUMF Capital Projects	400						400
			416	78526	DIF Arterial Streets	200						200
			417	79225	DIF Traffic Signals							0
			415		Unfunded				4,416			4,416
			416		Unfunded				1,584			1,584
			417		Unfunded				400			400
Reche Vista Drive Realignment / Perris Boulevard / Heacock Street to North City Limits	Street widening improvements and traffic signal	48	125	66722	Measure "A"	30						30
			125		Unfunded						3,196	3,196
			417		Unfunded						272	272
Redlands Boulevard / SR-60 Interchange; Theodore Street / SR-60 Interchange; Interchange	Interchange and bridge replacement	49	011	52913	Development Service (Highland Fairview)	30						30
			415		Unfunded			5,900	8,000	43,000	117,000	173,900
Residential Traffic Management Program (Speed Hump Program)	Traffic management strategies	50	125	82824	Measure "A"	50						50
			125		Unfunded			100	100	100	100	400
SR-60 / Moreno Beach Drive South Side of Interchange (Phase 1)	Interchange reconfiguration, traffic signal and utility relocation	51	897	91731	RDA 2007 TABS	1,702						1,702
			UNF	New	Unfunded				8,048			8,048

**Capital Improvement Plan  
FY 2011-2016 and Beyond  
Projects Listed by Category  
Amount in \$1,000's**

**STREET IMPROVEMENTS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals	
SR-60 / Moreno Beach Drive Interchange (Phase 2)	Interchange reconfiguration and bridge replacement	52	415	70024	TUMF Capital Projects	538						538	
			415		Unfunded			3,000	24,108				27,108
Street Improvement Program (SIP)	Construction of selected private and unmaintained streets	53	125	85523	Measure "A"	378	250					628	
			125	66730	HMGP - DR 1731	978							978
			125		Unfunded			250	250	250	250		1,000
Surface Recycling	Various streets Citywide	54	125	85020	Measure "A"	63	57					120	
			125		Unfunded			120	120	120	120		480
<b>Total Partially Funded Projects</b>						<b>5,282</b>	<b>6,307</b>	<b>29,419</b>	<b>70,112</b>	<b>57,390</b>	<b>145,550</b>	<b>314,060</b>	

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<b>Unfunded Projects</b>	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Alessandro Boulevard / I-215 to Frederick Street	Street improvements	55	416		Unfunded						3,820	3,820
Alessandro Boulevard / Frederick Street to Indian Street	Street improvements	56	125		Unfunded						1,230	1,230
Alessandro Boulevard / Frederick Street to Theodore Street	Street improvements	57	415		Unfunded						31,403	31,403
			416		Unfunded							22,177

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Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Alessandro Boulevard Median / Indian Street to Perris Boulevard	Median improvements	58	125		Unfunded (Measure "A")			75				75
			125		Unfunded (Measure "A" HSIP)				835			
Alessandro Boulevard (Future) / Theodore Street to Gilman Springs Road	Street improvements	59	415		Unfunded						15,489	15,489
			416		Unfunded						9,770	9,770
Atwood Avenue / Perris Boulevard to Princess Lane	Street improvements	60	UNF		Unfunded						970	970
Barbara Street - Street Extension to Dracaea Avenue	Street extension	61	UNF		Unfunded						411	411
Bay Avenue / Day Street to Grant Street	Street improvements	62	UNF		Unfunded						1,428	1,428
Bay Avenue / Old 215 Frontage Road to Day Street	Street improvements	63	UNF		Unfunded						1,966	1,966
Bicycle Master Plan Update	Bicycle Master Plan	64	137		Unfunded (Air Quality Mgmt.)			40				40
Cactus Avenue / Heacock Street to Lasselle Street and Nason Street to Redlands Boulevard	Street improvements	65	416		Unfunded						7,449	7,449
Cottonwood Avenue / Old 215 Frontage Road to Perris Boulevard & 650 Ft East of Perris Boulevard to Theodore Street	Street improvements	66	416		Unfunded						25,625	25,625
Day Street / Box Springs Road to Cottonwood Avenue	Street improvements	67	416		Unfunded						3,274	3,274

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Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Day Street / Cottonwood Avenue to Alessandro Boulevard	Street improvements	68	416		Unfunded						1,735	1,735
Day Street / Alessandro Boulevard to Old 215 Frontage Road	Street improvements	69	416		Unfunded						2,259	2,259
David Lane / Graham Street to 230 Ft East of David Place	Street improvements	70	UNF		Unfunded						287	287
Delphinium Avenue Street Lights Relocation / Wintergreen Street to Perris Boulevard	Street lights improvements	71	UNF		Unfunded				31			31
Dracaea Avenue / Old 215 Frontage Road to Day Street	Street improvements	72	UNF		Unfunded						2,058	2,058
Dracaea Avenue / Morrison Street to 1000 Ft East of Morrison Street	Street improvements	73	UNF		Unfunded						779	779
Dracaea Avenue / Nason Street to 700 Ft East of Nason Street	Street improvements	74	UNF		Unfunded						944	944
Dracaea Avenue / Redlands Boulevard to 1,320 Ft East of Redlands Boulevard	Street improvements	75	UNF		Unfunded						1,352	1,352
Dracaea Avenue / 650 Ft West of Theodore Street to Theodore Street	Street improvements	76	UNF		Unfunded						568	568
Dracaea Avenue / Theodore Street to 1,500 Ft East of Theodore Street	Street improvements	77	UNF		Unfunded						1,309	1,309
Edgemont Street / Cottonwood Avenue to Bay Avenue	Street improvements	78	UNF		Unfunded						1,374	1,374
Edgemont Street / Dracaea Avenue to Cottonwood Avenue	Street improvements	79	UNF		Unfunded						1,432	1,432
Edgemont Street / Eucalyptus Avenue to Dracaea Avenue	Street improvements	80	UNF		Unfunded						1,048	1,048

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Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Elder Avenue / Morrison Street to Nason Street	Street improvements	81	UNF		Unfunded						1,774	1,774
Elsworth Street / Eucalyptus Avenue to Goldencrest Drive	Street improvements	82	416		Unfunded						1,855	1,855
Encilia Avenue (formerly Eucalyptus Avenue) / Eucalyptus Avenue (formerly Fir Avenue) to Eucalyptus Avenue (Future)	Street improvements	83	416		Unfunded						15,383	15,383
Eucalyptus Avenue / I-215 to Perris Boulevard and Kitching Street to Moreno Beach Drive	Street improvements	84	415		Unfunded						1,153	1,153
			416		Unfunded							18,069
Eucalyptus Avenue (formerly Hickory Avenue) / Moreno Beach Drive to Petit Street	Street improvements	85	415		Unfunded						118	118
			416		Unfunded							1,848
Eucalyptus Avenue / Perris Boulevard to Kitching Street	Street improvements	86	416		Unfunded						1,200	1,200
Eucalyptus Avenue (formerly Fir Avenue) / Petit Street to Redlands Boulevard	Street improvements	87	415		Unfunded						255	255
			416		Unfunded							3,992
Eucalyptus Avenue / Redlands Boulevard to Theodore Street	Street improvements	88	416		Unfunded			1,000				1,000
			UNF		Unfunded ( SLPP Grant)			1,000				1,000
			UNF		Unfunded (Developer Contribution)			3,425				3,425

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Eucalyptus Avenue (Future) / Theodore Street to Gilman Springs Road	Street improvements	89	415		Unfunded						1,035	1,035
					Unfunded						16,203	16,203
Farragut Avenue / Sherman Avenue to Elsworth Street	Street improvements	90	416		Unfunded						611	611
Fir Avenue / Tamara Drive to Kitching Street	Street improvements	91	416		Unfunded						302	302
Frederick Street Permanent Median / Calle San Juan de Los Lagos to Alessandro Boulevard	Construct permanent median	92	416		Unfunded						425	425
Frederick Street / SR-60 to Sunnymead Boulevard	Street improvements	93	416		Unfunded						617	617
Frederick Street / Centerpoint Drive to Cottonwood Avenue	Reconstruction	94	UNF		Unfunded						3,609	3,609
Gentian Avenue / Heacock Street to Perris Boulevard	Street improvements	95	416		Unfunded						2,564	2,564
Gilman Springs Road (Riverside County) / Moreno Valley City Limits to 2.26 Miles Southeasterly	Street improvements	96	125		Unfunded			75				75
Graham Street / Hemlock Avenue to 200 Ft South of Hemlock Avenue	Street improvements	97	UNF		Unfunded						350	350
Hanover Avenue / Sinaloa Street to Singer Street	Design and construct sidewalks	98	UNF		Unfunded						250	250
Heacock Street / Reche Vista Drive to Myers Avenue and Atwood Avenue to Cactus Avenue	Street improvements	99	416		Unfunded						2,988	2,988

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Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Heacock Street / San Michele Road to Southerly City Limits	Street improvements	100	UNF		Unfunded						2,500	2,500
Hemlock Avenue / Graham Street to David Place	Street improvements	101	UNF		Unfunded						416	416
I-215 / Cactus Avenue Interchange Improvements	Interchange improvements	102	415		Unfunded				4,500	5,100	42,800	52,400
Indian Street / Manzanita Avenue to San Michele Road	Street improvements	103	416		Unfunded						23,563	23,563
Indian Street / San Michele Road to Oleander Avenue	Street improvements	104	415		Unfunded						2,504	2,504
			416		Unfunded						1,630	1,630
Infill Projects at Various Locations	Street improvements	105	416		Unfunded			400	400	400	400	1,600
Iris Avenue / Heacock Street to 200 Ft East of Wedow Drive	Street improvements	106	416		Unfunded						4,488	4,488
Ironwood Avenue / Nason Street to Redlands Boulevard	Street improvements	107	415		Unfunded						5,228	5,228
			416		Unfunded						2,834	2,834
Ironwood Avenue / Redlands Boulevard to Theodore Street	Street improvements	108	416		Unfunded						3,635	3,635
John F. Kennedy Drive / Heacock Street to Lasselle Street	Street improvements	109	UNF		Unfunded						1,171	1,171
Kitching Street / Gentian Avenue to Oleander Avenue	Street improvements	110	UNF		Unfunded						10,129	10,129

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Kitching Street / Sunnymead Boulevard to Alessandro Boulevard	Street improvements	111	UNF		Unfunded						6,062	6,062
Kitching Street / Wedmore Drive to Fir Avenue and Fir Avenue / Kitching Street to Laury Lane	Street improvements	112	UNF		Unfunded						1,470	1,470
Krameria Avenue / Heacock Street to Indian Street	Street improvement	113	UNF		Unfunded						3,760	3,760
Krameria Avenue / Emma Lane to Perris Boulevard	Street improvement	114	UNF		Unfunded						888	888
Lasselle Street / Alessandro Boulevard to Bay Avenue	Street improvements	115	415		Unfunded						803	803
					Unfunded						201	201
Lasselle Street / Arroyo Park Drive to Avenida de Plata	Design and construct sidewalks	116	UNF		Unfunded						57	57
Lasselle Street / Boulder Ridge Drive to Wride Street	Street improvements	117	UNF		Unfunded						327	327
Lasselle Street / Franlou Drive to Boulder Ridge Drive	Street improvements	118	UNF		Unfunded						398	398
Lasselle Street / Kalmia Street to Mirage Court	Street improvements	119	UNF		Unfunded						2,457	2,457
Lasselle Street / Lancia Street to 330 Ft South of Dracaea Avenue	Street improvements	120	415		Unfunded						1,920	1,920
					Unfunded					480	480	
Lasselle Street / Mirage Court to Ironwood Avenue	Street improvements	121	UNF		Unfunded						2,135	2,135



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Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Lasselle Street / Wride Street to Kalmia Street	Street improvements	122	UNF		Unfunded						565	565
Locust Avenue / 350 Ft West of Trust Way to Trust Way	Street improvements	123	UNF		Unfunded						696	696
Locust Avenue / Moreno Beach Drive to Redlands Boulevard	Street improvements	124	416		Unfunded						3,455	3,455
Locust Avenue / Redlands Boulevard to 1,150 Ft East of Redlands Boulevard	Street improvements	125	UNF		Unfunded						3,474	3,474
Locust Avenue / Trust Way to Moreno Beach Drive	Street improvements	126	UNF		Unfunded						1,114	1,114
Moreno Beach Drive / Locust Avenue to SR-60	Street improvements	127	415		Unfunded						5,020	5,020
			416		Unfunded						643	643
Morrison Street / Hemlock Avenue to Elder Avenue	Street improvements	128	UNF		Unfunded						965	965
Morrison Street / Eucalyptus Avenue to Cactus Avenue	Street improvements	129	416		Unfunded						7,528	7,528
Nandina Avenue / Heacock Street to Indian Street	Street improvements	130	UNF		Unfunded						1,037	1,037
Nandina Avenue / Indian Street to Perris Boulevard	Street improvements	131	416		Unfunded						2,684	2,684
Nason Street / Cactus Avenue to Fir Avenue and Elder Avenue to Ironwood Avenue	Street improvements	132	415		Unfunded						11,300	11,300
Oliver Street / Cottonwood Avenue to Bay Avenue	Street improvements	133	UNF		Unfunded						4,226	4,226

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Oliver Street / Alessandro Boulevard to Iris Avenue	Street improvements	134	416		Unfunded						3,672	3,672
Perris Boulevard / Heacock Street to Manzanita Avenue	Street improvements	135	415		Unfunded						1,150	1,150
			416		Unfunded							1,405
Perris Boulevard / Hemlock Avenue to Sunnymead Boulevard	Street improvements	136	416		Unfunded						142	142
Perris Boulevard / Sunnymead Boulevard to Cactus Avenue	Street improvements	137	416		Unfunded						1,713	1,713
Perris Boulevard / Cactus Avenue to Southerly City Limits	Median improvements	138	416		Unfunded						1,282	1,282
Pigeon Pass Road / Ironwood Avenue to SR-60	Street improvements	139	416		Unfunded						1,863	1,863
Quincy Street / Northerly City Limits to Locust Avenue	Street improvements	140	UNF		Unfunded						462	462
Quincy Street / Locust Avenue to Kalmia Avenue	Street improvements	141	UNF		Unfunded						650	650
Quincy Street / Kalmia Avenue to SR-60	Street improvements	142	UNF		Unfunded						2,052	2,052
Quincy Street / Eucalyptus Avenue to Cactus Avenue	Street improvements	143	416		Unfunded						12,968	12,968
Reche Canyon Road / Northerly City Limits to Moreno Beach Drive	Street improvements	144	415		Unfunded						3,241	3,241
Redlands Boulevard / Northerly City Limits to Locust Avenue	Street improvements	145	416		Unfunded						1,905	1,905

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Redlands Boulevard / Locust Avenue to Alessandro Boulevard	Street improvements	146	415		Unfunded						7,726	7,726
			416		Unfunded						13,155	13,155
Redlands Boulevard / Alessandro Boulevard to Cactus Avenue	Street improvements	147	416		Unfunded						3,915	3,915
San Michele Road / Heacock Street to Indian Street	Street improvements	148	415		Unfunded						1,679	1,679
			416		Unfunded						39	39
San Michele Road / Indian Street to Perris Boulevard	Street improvements	149	416		Unfunded						1,840	1,840
Sherman Avenue / Day Street to Pepper Street	Street improvements	150	UNF		Unfunded						219	219
Sinaloa Street / Indian Street to 380 Ft East of Hanover Avenue	Design and construct sidewalks	151	UNF		Unfunded						220	220
Sinclair Street / Highland Boulevard to Ironwood Avenue	Street improvements	152	UNF		Unfunded						1,613	1,613
Sinclair Street / Ironwood Avenue to SR-60	Street improvements	153	UNF		Unfunded						3,059	3,059
Sinclair Street / SR-60 to Encilia Avenue (formerly Eucalyptus Avenue)	Street improvements	154	UNF		Unfunded						1,529	1,529
Sinclair Street / Encilia Avenue (formerly Eucalyptus Avenue) to Alessandro Boulevard	Street improvements	155	416		Unfunded						10,156	10,156
Sinclair Street / Alessandro Boulevard to 700 Ft North of Cactus Avenue	Street improvements	156	UNF		Unfunded						2,503	2,503

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Singer Street / Hanover Avenue to 500 Ft East of Hanover Avenue	Design and construct sidewalks	157	UNF		Unfunded						350	350
Spine Road (Future) / Gilman Springs Road to Alessandro Boulevard (Future)	Street improvements	158	416		Unfunded						10,529	10,529
Street In-Lieu Fees Project	Street improvements	159	359		Unfunded						91	91
Theodore Street / Ironwood Avenue to Alessandro Boulevard	Street improvements	160	416		Unfunded						10,304	10,304
Virginia Street (Future) / Dracaea Avenue to Alessandro Boulevard (Future)	Street improvements	161	UNF		Unfunded						12,100	12,100
<b>Total Unfunded Projects</b>						<b>0</b>	<b>0</b>	<b>6,015</b>	<b>5,766</b>	<b>5,500</b>	<b>493,253</b>	<b>510,534</b>
<b>Total Street Improvements</b>						<b>19,268</b>	<b>8,832</b>	<b>35,434</b>	<b>75,878</b>	<b>62,890</b>	<b>638,803</b>	<b>841,105</b>

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**BRIDGES**

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<b>Funded Projects</b>												
Bridge Repair Maintenance Program	Assess the need for bridge repair on an annual basis for at least 10 bridges	165	226	79828	Proposition 1B							0
Heacock Street Bridge / Perris Valley Storm Drain Lateral "A "	Replace narrow bridge over flood control channel S/O Iris Ave., design & construction	166	125	66825	Measure "A"	290						290
			125	66825	Measure "A" (HBRRP Grant)	2,235						2,235
SR-60 / Nason Street Overcrossing Bridge	Replacement of SR-60 and Nason Street bridge	167	897	91728	RD A 2007 TABS	16,310						16,310
			414	80429	Public Works General Capital Projects (Stoneridge Center)	30						30
<b>Total Funded Projects</b>						<b>18,865</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,865</b>

<b>Partially Funded Projects</b>												
None Listed												
<b>Total Partially Funded Projects</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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<b>Unfunded Projects</b>												
Brodiaea Avenue Bridge / 735 Ft East of Redlands Boulevard	Brodiaea Avenue bridge over channel Lateral "F"	169	UNF		Unfunded						2,300	2,300
Cactus Avenue Bridge / 405 Ft East of Wilmot Street	Cactus Avenue bridge over Channel Lateral "G"	170	UNF		Unfunded						3,849	3,849
Day Street / SR-60 Interchange	Reconfigure interchange	171	UNF		Unfunded						6,156	6,156
Graham Street Bridge / Sunnymead Boulevard to Hemlock Avenue	Bridge construction	172	416		Unfunded						20,100	20,100
Indian Street / Cardinal Avenue Bridge	Indian Street bridge over Channel Lateral "A"	173	416		Unfunded						2,800	2,800
Indian Street / Lateral "B" Bridge	Indian Street bridge over Channel Lateral "B"	174	UNF		Unfunded						750	750
Indian Street / SR-60 Overpass	Design & construction of replacement bridge	175	UNF		Unfunded						14,120	14,120
Ironwood Avenue / Quincy Street Bridge	Ironwood Avenue bridge over Channel Lateral "A"	176	UNF		Unfunded						2,628	2,628
Kalmia Avenue Bridge / 300 Ft West of Quincy Street	Design & construction of bridge	177	UNF		Unfunded						1,748	1,748
Kitching Street Bridge / Perris Valley Storm Drain Lateral "A"	Kitching Bridge over Perris Valley Storm Drain Lateral "A"	178	416		Unfunded						3,000	3,000
Lasselle Street Bridge Crossing SR-60 between Fir Avenue to Elder Avenue	Lasselle Street Bridge over SR-60	179	UNF		Unfunded						27,403	27,403

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Perris Boulevard / Hemlock Avenue to SR-60 Reconfiguration	Steet reconfiguration & new ramps	180	UNF		Unfunded						15,390	15,390
<b>Total Unfunded Projects</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,244</b>	<b>100,244</b>
<b>Total Bridges</b>						<b>18,865</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,244</b>	<b>119,109</b>

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**BUILDINGS**

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<b>Funded Projects</b>												
800 MHz Radio Repeater System Centralization	New site at an existing City office	183	750	69026	Management Information Systems	120						120
Box Springs Communications Site	Secure land lease from the County of Riverside Parks Dept to construct a secure site	184	750	69021	Management Information Systems	400						400
Civic Center Site Improvements (Exterior)	Walkway and security improvements	185	412	66225	General City Capital Projects	270						270
Emergency Operations Center (EOC)	Construction of a new facility	186	412	78428	General City Capital Projects	25						25
			501	82527	2005 Lease Revenue Bonds							
Morrison Park Fire Station (formerly Fire Station #107)	Design and construction of new facility	187	897	91729	RDA 2007 TABS	5,925						5,925
Public Safety Building Parking Lot Expansion	Parking lot expansion (Project completed)	188	501	82427	2005 Lease Revenue Bonds							0
Roof Replacements at Gateway and Westbluff Parks	Roof replacement	189	461	68325	Parks & Recreation Capital Projects (Parkland & DIF)	12						12
			461	68325	Parks & Recreation Capital Projects (Zone "A")	18						18
			461	68325	Parks & Recreation Capital Projects (Quimby in-Lieu)	68						68



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Weston Park Restroom and ADA Improvements	Roof replacement and ADA updates	190	461	65332	Parks & Recreation Capital Projects (Quimby in-Lieu)		30					30
<b>Total Funded Projects</b>						<b>6,770</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,868</b>
<b>Partially Funded Projects</b>												
City Hall Roof Replacement	Roof replacement	191	754	71430	Facilities Internal Service							0
			754		Unfunded						750	750
Corporate Yard Facility	Design and construction of Phase 1 building and sewer line	192	412	66522	Corporate Yard DIF	49						49
			754	71325	Facilities Internal Service	22						22
			412		Unfunded					48,700	48,700	
Fire Station #65 (formerly Fire Station #65 Replacement)	Land acquisition, design and construction of new facility	193	434	72526	Fire Services Capital Projects	500						500
			434		Unfunded					7,040	7,040	
Highland / East End Fire Station (formerly Highland Fire Station)	Land acquisition, design, and construction of new facility	194	434	67830	Fire Services Capital Projects	500						500
			434		Unfunded				860	6,280	7,140	

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Industrial Fire Station	Land acquisition, design, and construction of new facility	195	434	67930	Fire Services Capital Projects	850						850
			434		Unfunded						7,500	7,500
Public Safety Building Conversion	Remodeling and renovation of existing facility	196	501	82327	2005 Lease Revenue Bonds	474						474
			412		Unfunded		1,566				105,000	106,566
<b>Total Partially Funded Projects</b>						<b>2,395</b>	<b>0</b>	<b>1,566</b>	<b>0</b>	<b>860</b>	<b>175,270</b>	<b>180,091</b>
<b>Unfunded Projects</b>												
Animal Services New Parcel Property Improvements	Grading and construction of block wall around perimeter of newly purchased land	197	UNF		Unfunded						200	200
City Hall Carpet Replacement	Replace carpet & repair sub-floor as needed	198	754		Unfunded				495			495
City Hall Reconfiguration and Improvements	Interior improvements	199	754		Unfunded						300	300
City Hall Space Study	Space study for budgetary estimate and design schedule	200	412		Unfunded						150	150
Conference and Recreation Center Entry	Design and construction of decorative entry statement	201	UNF		Unfunded						821	821
Conference and Recreation Center Restroom (Stage Area) Design	Design plans for restroom / stage area	202	461		Unfunded						89	89
Cottonwood Park Fire Station (formerly Fire Station #110)	Land acquisition, design, and construction of new facility	203	434		Unfunded						6,760	6,760

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**BUILDINGS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Fire Station (Future) Land Acquisition	Land acquisition	204	UNF		Unfunded						739	739
Fire Station No. 6 Storage Shed	Concrete brick storage shed	205	UNF		Unfunded						150	150
Gilman Station	Design and construction of new facility	206	UNF		Unfunded						6,500	6,500
Main Library	New library building	207	412		Unfunded (General City C.P.)						33,000	33,000
March Air Reserve Base Hobby Shop Roof Replacement	Roof replacement	208	754		Unfunded						125	125
Moreno Valley Equestrian Center - Restroom and Information Center	Design and construction of restrooms and information center	209	461		Unfunded						650	650
Northeast Station	Design and construction of new facility	210	UNF		Unfunded						6,500	6,500
Parks' Community Recreation Buildings	Various park site buildings are needed	211	UNF		Unfunded						5,658	5,658
Remodel Fire Station #48 - Sunnymead Ranch	Remodel	212	434		Unfunded				1,967	2,206		4,173
Renovation of City Hall Annex Building #1	Remodel	213	754		Unfunded					2,240		2,240
<b>Total Unfunded Projects</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>2,462</b>	<b>4,446</b>	<b>61,642</b>	<b>68,550</b>
<b>Total Buildings</b>						<b>9,165</b>	<b>98</b>	<b>1,566</b>	<b>2,462</b>	<b>5,306</b>	<b>236,912</b>	<b>255,509</b>

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**DRAINAGE, SEWERS, AND WATERLINES**

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Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
<b>Funded Projects</b>												
Indian Basin, Appurtenant Storm Drain and Miscellaneous Street Improvements	Detention Basin and Storm Drain Line "H" improvements	217	897	91726	RDA 2007 TABS	20						20
			414	80423	EMWD							0
			414	80424	EMWD							0
Storm Drain Improvements on Day Street South of Cottonwood Avenue	Storm drain improvements	218	892	77922	RDA Capital Projects	250						250
<b>Total Funded Projects</b>						<b>270</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>270</b>

<b>Partially Funded Projects</b>												
Heacock Street and Cactus Avenue Channel Improvements	Heacock and Cactus Channels improvements	219	412	66226	General City Capital Projects							0
			412		Unfunded				1,250		1,250	
<b>Total Partially Funded Projects</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,250</b>	<b>0</b>	<b>1,250</b>
<b>Unfunded Projects</b>												
Alessandro Boulevard / Elsworth Street Crossgutter	Repair existing crossgutter	221	UNF		Unfunded						486	486
Box Springs Mutual Water Company Upgrade	Replace existing water distribution system	222	UNF		Unfunded						15,000	15,000
Eucalyptus Avenue Channel / 340 Ft East of Indian Street	Widen existing open channel	223	UNF		Unfunded						1,026	1,026

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**DRAINAGE, SEWERS, AND WATERLINES**

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Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Frederick Street / Cottonwood Avenue Crossgutter	Intersection crossgutter improvements	224	UNF		Unfunded						508	508
Hubbard Street Storm Drain	Storm drain improvements	225	UNF		Unfunded						1,539	1,539
Perris Boulevard / John F. Kennedy Drive Crossgutter	Intersection crossgutter improvements	226	UNF		Unfunded						328	328
Storm Drain Line "GG", Edgemont / Old 215 Frontage Road to Day Street	Preliminary engineering through construction	227	UNF		Unfunded						4,309	4,309
Storm Drain Lines "K-1" and "K-4" / Petit Street, Kalmia Avenue, Carrie Lane, and Locust Avenue	Final engineering, project management, and construction	228	UNF		Unfunded				230	1,833		2,063
Storm Drain Line "LL"	Design and construction	229	892		Unfunded						1,500	1,500
SR-60 Culvert Crossing Tie-ins between Indian Street and SR-60 Perris Boulevard Off-Ramp	Storm drain improvements	230	UNF		Unfunded						1,182	1,182
SR-60 / Quincy Street Storm Drain	Modify existing drainage	231	UNF		Unfunded						4,899	4,899
Storm Drain Line in the San Timoteo Foothill Neighborhood	Storm drain improvements	232	HMGP		Unfunded						1,500	1,500
			UNF		Unfunded						500	500
Sunnymead Boulevard Storm Drain from Frederick Street to Heacock Street	Storm drain improvements	233	UNF		Unfunded						910	910

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**DRAINAGE, SEWERS, AND WATERLINES**

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Sunnymead Boulevard Storm Drain from Indian Street to SR-60 / Perris Boulevard Off-Ramp	Storm drain improvements	234	UNF		Unfunded						1,165	1,165
<b>Total Unfunded Projects</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>230</b>	<b>1,833</b>	<b>34,852</b>	<b>36,915</b>
<b>Total Drainage, Sewers, and Waterlines</b>						<b>270</b>	<b>0</b>	<b>0</b>	<b>230</b>	<b>3,083</b>	<b>34,852</b>	<b>38,435</b>

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**ELECTRIC UTILITY**

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<b>Funded Projects</b>												
LRB Funded Utility Projects	Electrical distribution infrastructure	237	601	61225	Electric (2005 LRB's)	126						126
MVU-0003 Cottonwood / Moreno Beach / Quincy BB (6)	Electrical distribution infrastructure	238	602	61829	2007 Taxable LRB's							0
MVU-0004 Indian / San Michele / Grove View BB (11)	Electrical distribution infrastructure	239	602	61830	2007 Taxable LRB's							0
MVU-0005 Circuit #5 Substation / Nason / Iris	Electrical distribution infrastructure (Project completed)	240	602	61831	2007 Taxable LRB's							0
MVU-0006 Alessandro 12KV Feeder, Phase 1	Electrical distribution infrastructure	241	602	61832	2007 Taxable LRB's							0
MVU-0007 Goldencrest / Elsworth - 12KV Line Extension	Electrical distribution infrastructure (Project completed)	242	602	61833	2007 Taxable LRB's							0
MVU-0008 Globe Channel Crossing (12)	Electrical distribution infrastructure	243	602	61827	2007 Taxable LRB's							0
MVU-0009 Perris 12KV Feeder, Phase 1	Electrical distribution infrastructure (Project completed)	244	602	61834	2007 Taxable LRB's							0
MVU-0010 Heacock 12KV Feeder, Phase 1	Electrical distribution infrastructure	245	602	61835	2007 Taxable LRB's							0
MVU-0011 Alessandro 12KV Feeder, Phase 2	Electrical distribution infrastructure	246	602	61836	2007 Taxable LRB's							0

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**ELECTRIC UTILITY**

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MVU-0012 Heacock 12KV Feeder, Phase 2	Electrical distribution infrastructure	247	602	61837	2007 Taxable LRB's							0
MVU-0014 Perris 12KV Feeder, Phase 2 - Krameria / Cardinal	Electrical distribution infrastructure	248	602	61839	2007 Taxable LRB's	10						10
MVU-0018 Redlands 12KV Circuit	Electrical distribution infrastructure	249	602	61841	2007 Taxable LRB's		625					625
MVU-0019 Nandina / Heacock / Perris Boulevard	Electrical distribution infrastructure	250	602	61842	2007 Taxable LRB's		200					200
MVU-0020 Nandina / Heacock / Perris Boulevard	Electrical distribution infrastructure	251	602	61843	2007 Taxable LRB's		200					200
<b>Total Funded Projects</b>						<b>136</b>	<b>1,025</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,161</b>

<b>Partially Funded Projects</b>												
None Listed												
<b>Total Partially Funded Projects</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>Unfunded Projects</b>												
28 MVA Transformer	Increase capacity as needed (projected need date: 2020)	253	UNF		Unfunded						3,850	3,850
MVU-0013 Circuit No. 6 Substation / Alessandro Boulevard to Indian Street	Install electric distribution infrastructure	254	601		Unfunded			2,000	1,676			3,676
MVU-0015 Perris 12KV Feeder, Phase 3 / Cardinal Avenue to San Michele Road	Install 2,500 feet backbone	255	UNF		Unfunded					300	252	552



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**ELECTRIC UTILITY**

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MVU-0016 Rancho Belago 12KV Feeder, Phase 1 Substation / Cottonwood Avenue	Install 6,500 feet backbone	256	UNF		Unfunded					300	286	586
MVU-0017 28 MVA Bank Increase, Phase 1 Substation	Electrical Infrastructure	257	UNF		Unfunded					3,231		3,231
<b>Total Unfunded Projects</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>5,507</b>	<b>4,388</b>	<b>11,895</b>
<b>Total Electric Utility</b>						<b>136</b>	<b>1,025</b>	<b>0</b>	<b>2,000</b>	<b>5,507</b>	<b>4,388</b>	<b>13,056</b>

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**LANDSCAPING**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
<b>Funded Projects</b>												
None Listed												0
												0
<b>Total Funded Projects</b>						0	0	0	0	0	0	0

<b>Partially Funded Projects</b>												
None Listed												0
<b>Total Partially Funded Projects</b>						0	0	0	0	0	0	0

<b>Unfunded Projects</b>												
Expansion of CSD Parkway Improvement Partnership (PIP)	Landscaping improvements	1	261		Unfunded			120	120	120	120	480
<b>Total Unfunded Projects</b>						0	0	120	120	120	120	480
<b>Total Landscaping</b>						0	0	120	120	120	120	480

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**PARKS**

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<b>Funded Projects</b>												
Aqueduct Bikeway Improvements / Indian Street to Fay Avenue	Bikeway / landscaping (Project completed FY 08/09)	267	125	67524	Measure "A"							0
Celebration Park Splash Pad Surfacing	Bikeway improvements	268	184	18429	CFD#1	10						10
Community Park Renovation	Reconstruction of soccer field with synthetic turf and lightings (Project completed in FY 07/08)	269	461	65325	Parks and Recreation Capital Projects (Parkland DIF)	51						51
Install Musco Control Link Automated Lighting Systems	Install Musco Control Link Automated Lighting Systems	270	461	66229	Parks and Recreation Capital Projects (Parkland DIF)	30						30
			461	66229	Parks and Recreation Capital Projects (Quimby In Lieu)	30	10					40
March Field Park Arena Soccer Facility	Arena Soccer field	271	461	65331	Parks and Recreation Capital Projects (Parkland DIF)		200					200
			461	65331	Parks and Recreation Capital Projects (Quimby In Lieu)		100					100
Parks and Recreation Master Plan	Prepare master plan (Project completed)	272	461	68925	Parks and Recreation Capital Projects (Parkland DIF)							0

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Patriot Park (formerly Sheila Street Park)	Park improvements (Project completed)	273	282	68628	CDBG 07/08							0
Shadow Mountain Park Ball Field Lighting	Park development	274	461	66527	Parks and Recreation Capital Projects (Parkland DIF)	346						346
Shadow Mountain Park Fencing	Park fencing	275	184	18430	CFD#1		90					90
Shadow Mountain Park Restrooms	Park development	276	461	66430	Parks and Recreation Capital Projects (Parkland DIF)	195						195
<b>Total Funded Projects</b>						<b>662</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,062</b>

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<i>Partially Funded Projects</i>												
Annual ADA Park Improvements	Upgrade non-compliant ADA facilities	277	461	65330	Parks and Recreation Capital Projects (Quimby In Lieu)		100					100
			461		Unfunded			100	100	100	100	400
Bethune Park - Water Feature Retrofit	Water Feature Retrofit	278	461	66230	Parks and Recreation Capital Projects (Quimby In Lieu)	1						1
			461		Unfunded						745	745

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College Park Phase II Amphitheater	Construction and parking	279	461	66525	Parks and Recreation Capital Projects (Parkland DIF)	400						400
			461		Unfunded			3,071				3,071
Future Park Site Land Acquisition	Park development	280	461	68227	Parks and Recreation Capital Projects (Quimby In Lieu)	2,000						2,000
			461		Unfunded						2,000	2,000
March Field Park Master Plan	Master plan for park site	281	461	66327	Parks and Recreation Capital Projects (Parkland DIF)	20						20
			461		Unfunded			110				110
Park Monument Signs	Install new monument signs	282	461	66330	Parks and Recreation Capital Projects (Quimby In Lieu)	4						4
			461		Unfunded			3				3
Replacement Playground Equipment	Replacement Playground Equipment	283	461	65329	Parks and Recreation Capital Projects (Parkland DIF)	243	225					468
			461		Unfunded			225	225	200	260	910

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Water Conservation and Demonstration Garden	Plan and construction of water conservation & demonstration garden	284	461	66428	Parks and Recreation Capital Projects (Parkland DIF)	5						5
			461		Unfunded						725	725
<b>Total Partially Funded Projects</b>						<b>2,673</b>	<b>325</b>	<b>3,509</b>	<b>325</b>	<b>300</b>	<b>3,830</b>	<b>10,962</b>

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<b>Unfunded Projects</b>												
Aqueduct Bike Trail / Alessandro Boulevard to Brodiaea Avenue, West of Heacock Street	Bikeway / landscaping	285	UNF (DEV)		Unfunded (Developer-Parks)					360		360
Aqueduct Bike Trail / Dracaea Avenue to Pan Am Boulevard	Bikeway / landscaping	286	UNF (DEV)		Unfunded (Developer-Parks)						1,232	1,232
Aqueduct Bike Trail / Gentian Avenue to Santiago Drive	Bikeway / landscaping	287	UNF (DEV)		Unfunded (Developer-Parks)						2,240	2,240
Aqueduct Bike Trail / Iris Avenue to Red Maple Lane	Bikeway / landscaping	288	UNF (DEV)		Unfunded (Developer-Parks)						1,995	1,995
Aqueduct Bike Trail / La Barca Way, Tract 22810	Bikeway / landscaping	289	UNF (DEV)		Unfunded (Developer-Parks)						1,382	1,382

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Aqueduct Bike Trail Landscaping / Bay Avenue to Caspian Way	Bikeway / landscaping	290	UNF		Unfunded						1,460	1,460
Aqueduct Bike Trail Landscaping / Baywood Drive to Cottonwood Avenue	Bikeway / landscaping	291	UNF		Unfunded						322	322
Aqueduct Bike Trail Landscaping / Delphinium Avenue to Perham Drive	Bikeway / landscaping	292	UNF		Unfunded						600	600
Aqueduct Bike Trail Landscaping / Indian Street to Fay Avenue	Bikeway / landscaping	293	UNF		Unfunded						1,050	1,050
Aqueduct Bike Trail Security Lights and Landscaping	Bikeway / lighting and landscaping	294	UNF		Unfunded						4,163	4,163
Bethune Park - School Ball Field Lighting and Fencing	Ballfield lighting	295	461		Unfunded						680	680
Bikeway Enhancement North of Krameria Avenue and West of Kitching Street	Bikeway enhancement	296	461		Unfunded (Parkland DIF)				240			240
					Unfunded (Grants)				240			240
Box Springs Mountain "M" Permanent Lighting	Install / Replace lighting	297	UNF		Unfunded						122	122
Cactus Corridor PA-1	Install / Replace lighting	298	UNF		Unfunded						5,264	5,264
Cactus Corridor PA-2	Park development	299	UNF (DEV)		Unfunded (Developer-Parks)						1,800	1,800
Canyon Springs Golf Course / Poorman's Reservoir	Golf course	300	UNF		Unfunded						11,220	11,220
College Park Sports Facility, Phase III	Parking area, restroom, multiuse sports field, and trails	301	UNF		Unfunded						5,412	5,412

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**PARKS**

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Community Park, Phase II	Parking area, concession area, and restroom	302	UNF		Unfunded						1,770	1,770
Cottonwood Golf Course Parking Lot	Repave & restripe	303	UNF		Unfunded						103	103
Cottonwood Golf Course - Rebuild Greens	Rebuild / replace greens with new turf, soil, and drainage	304	UNF		Unfunded						184	184
Cottonwood Recreation Center Renovation	Renovation	305	UNF		Unfunded						4,590	4,590
Equestrian Park, Phase II	Park design	306	UNF		Unfunded						5,100	5,100
Fairway Park (Skate Park Addition)	Construct Skate Wave	307	UNF		Unfunded						125	125
Festival Park Site Development	Construct tot lot, sports field, lighting, and restrooms	308	UNF		Unfunded						5,100	5,100
Festival Park Site Master Plan	Develop Master Plan	309	UNF		Unfunded						153	153
Future Park Site Development (Approximately 290 Acres)	Future parks within the general plan	310	UNF		Unfunded						81,600	81,600
Future Renovation of Park Restrooms at Various Sites	Renovate park restrooms	311	UNF		Unfunded						1,836	1,836
Hidden Springs Park Development, Phase II	17 acre development	312	UNF		Unfunded						3,315	3,315
In-Fill Parks and Facilities	Development of parks and recreation facility to mitigate current and future deficiencies	313	UNF		Unfunded						52,020	52,020
Lasselle Sports Park	Park development	314	UNF (DEV)		Unfunded (Developer-Parks)						12,000	12,000



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March Community Teen Center	Improvements	315	UNF		Unfunded						1,530	1,530
March Field Park Construction	Construction	316	UNF		Unfunded						20,910	20,910
March Field Park Design	Design	317	UNF		Unfunded						306	306
Markborough Property Master Plan and Development	Master plan for park site	318	UNF		Unfunded						75	75
Moreno Highlands PA-1	Park development	319	UNF (DEV)		Unfunded (Developer-Parks)						10,000	10,000
Moreno Highlands PA-2	Park development	320	UNF (DEV)		Unfunded (Developer-Parks)						50,000	50,000
Moreno Valley Equestrian Center Master Plan and Design	Master plan	321	UNF		Unfunded						154	154
Moreno Valley Equestrian Center (MVEC) Access from Locust Street	Design and construction of MVEC entrance	322	461		Unfunded						140	140
			461		Unfunded						10	10
Morrison Park Extension	Park expansion	323	UNF		Unfunded						2,514	2,514
Morrison Park Relamping	Metal halide fixtures	324	UNF		Unfunded						765	765
Multi-Use Trails	Right of way and improvements	325	UNF		Unfunded						1,938	1,938
Neighborhood Park at Cottonwood Avenue and Indian Street	Park development (Project on hold)	326	461		Unfunded						6,000	6,000
			461		Unfunded						1,000	1,000
Play Equipment and Play Surfacing at Various Sites	Right of way and improvements	327	UNF		Unfunded						2,754	2,754

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Rancho Verde Park	Park development	328	UNF (DEV)		Unfunded (Developer-Parks)						2,052	2,052
Shadow Mountain Park, Phase II	Park development	329	UNF (DEV)		Unfunded (Developer-Parks)						1,615	1,615
Sports Field Lighting Upgrade at Various Park Sites	Replace inefficient / outdated sports lighting	330	UNF		Unfunded						10,200	10,200
<b>Total Unfunded Projects</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>480</b>	<b>360</b>	<b>318,801</b>	<b>319,641</b>
<b>Total Parks</b>						<b>3,335</b>	<b>725</b>	<b>3,509</b>	<b>805</b>	<b>660</b>	<b>322,631</b>	<b>331,665</b>

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**TRAFFIC SIGNALS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
<b>Funded Projects</b>												
City of Moreno Valley / City of Riverside Intertie	Connection of Riverside and Moreno Valley traffic control centers (Project completed)	335	137	66129	Air Quality Management							0
			137	66129	Air Quality Management (MSRC)							0
Citywide Traffic Sign Retroreflectivity Inventory	Sign replacement	336	125	56332	Measure "A"		75					75
Cottonwood Avenue / Pattilynn Drive School Crossing Traffic Signal	New traffic signal (Project completed)	337	125	66628	Measure "A"							0
43 Emergency Vehicle Pre-emption at 117 Traffic Signals	Allows fire trucks and ambulances to cause traffic signals to turn green	338	417	79129	DIF Traffic Signals							0
			417	79129	(DIF Traffic Signals) HSIP	504						504
John F. Kennedy Drive / La Bris Way Traffic Signal	New traffic signal	339	417	79029	DIF Traffic Signals		240					240
Lasselle Street / Bay Avenue Traffic Signal	New traffic signal and street improvements (Project completed)	340	416	83127	DIF Arterial Streets							0
			417	79426	DIF Traffic Signals							0
Lasselle Street / Cottonwood Avenue Traffic Signal	New traffic signal and street improvements (Project completed)	341	416	83227	DIF Arterial Streets							0
			417	79126	DIF Traffic Signals							0
Lasselle Street / Margaret Avenue Traffic Signal	New traffic signal and upgrade curb ramps	342	125	66630	Measure "A"	28						28
			417	79027	DIF Traffic Signals	242						242

**Capital Improvement Plan  
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**TRAFFIC SIGNALS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Nason Street / Riverside County Regional Medical Center Main Driveway Traffic Signal	Synchronization of Nason Street and adjacent traffic signals	343	125	66829	Measure "A"		50					50
			417	79030	DIF Traffic Signals		250					250
SR-60 Eastbound Ramps / Redlands Boulevard Traffic Signal	New traffic signal (Project completed)	344	125	66625	Measure "A"							0
Sunnymead Ranch Parkway / Village Road East Traffic Signal	Signalization of the east intersection	345	417	79229	DIF Traffic Signals	2						2
Transportation Management Center	Reconfigure space at City Hall to install computer servers and other equipment	346	417	79528	DIF Traffic Signals	97						97
			137	68129	Air Quality Management	72						72
<b>Total Funded Projects</b>						<b>945</b>	<b>615</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,560</b>

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Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 10/11	New Request FY 10/11	Plan FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15 & Beyond	Grand Totals
<i>Partially Funded Projects</i> ITS Deployment Phase I A	New Transportation Management Center and new traffic signal controllers	347	417	79028	DIF Traffic Signals		30					30
			417		Unfunded		200				200	
Sunnymead Boulevard / SR-60 On-Ramp from Perris Boulevard Traffic Signal	New traffic signal	348	417	79032	DIF Traffic Signals		25					25
			417		Unfunded		250				250	

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**TRAFFIC SIGNALS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Traffic Signal Coordination Program	Update traffic signal coordination plans	349	137	68125	Air Quality Management	25						25
			137		Unfunded			30	30	30	30	120
<b>Total Partially Funded Projects</b>						<b>25</b>	<b>55</b>	<b>480</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>650</b>

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<b>Unfunded Projects</b>	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 10/11	New Request FY 10/11	Plan FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15 & Beyond	Grand Totals
Alessandro Boulevard / Day Street Traffic Signal	Relocate traffic signal	351	UNF		Unfunded						150	150
Alessandro Boulevard / Quincy Street Traffic Signal	New traffic signal	352	UNF		Unfunded						293	293
Alessandro Boulevard / Redlands Boulevard Traffic Signal	New traffic signal	353	UNF		Unfunded						293	293
Alessandro Boulevard / Sinclair Street Traffic Signal	New traffic signal	354	UNF		Unfunded						293	293
Alessandro Boulevard / Theodore Street Traffic Signal	New traffic signal	355	UNF		Unfunded						293	293
Alessandro Boulevard (Future) / Gilman Springs Road Traffic Signal	New traffic signal	356	UNF		Unfunded						293	293
Alessandro Boulevard (Future) / Spine Road (Future) Traffic Signal	New traffic signal	357	UNF		Unfunded						293	293

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**TRAFFIC SIGNALS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Alessandro Boulevard (Future) / Virginia Street (Future) Traffic Signal	New traffic signal	358	UNF		Unfunded						293	293
Box Springs Road / Clark Street Traffic Signal	Relocate traffic signal	359	UNF		Unfunded						100	100
Box Springs Road / Morton Road Traffic Signal	Relocate traffic signal	360	UNF		Unfunded						100	100
Cactus Avenue / Gilbert Street Traffic Signal	Relocate traffic signal	361	UNF		Unfunded						150	150
Cactus Avenue / Graham Street Traffic Signal	Relocate traffic signal	362	UNF		Unfunded						100	100
Cactus Avenue / Joy Street Traffic Signal	Relocate traffic signal	363	UNF		Unfunded						150	150
Cactus Avenue / Quincy Street Traffic Signal	New traffic signal	364	UNF		Unfunded						293	293
Cactus Avenue / Veterans Way Traffic Signal	Relocate traffic signal	365	UNF		Unfunded						150	150
Cottonwood Avenue / Elsworth Street Traffic Signal	New traffic signal and street improvements	366	416		Unfunded						236	236
			417		Unfunded						125	125
Cottonwood Avenue / Eucalyptus Avenue (Future) Traffic Signal	New traffic signal	367	UNF		Unfunded						293	293
Cottonwood Avenue / Morrison Street Traffic Signal	New traffic signal	368	UNF		Unfunded						293	293
Cottonwood Avenue / Old 215 Frontage Road Traffic Signal	New traffic signal	369	UNF		Unfunded						293	293

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**TRAFFIC SIGNALS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Cottonwood Avenue / Quincy Street Traffic Signal	New traffic signal	370	UNF		Unfunded						293	293
Cottonwood Avenue / Redlands Boulevard Traffic Signal	New traffic signal	371	UNF		Unfunded						293	293
Cottonwood Avenue / Sinclair Street Traffic Signal	New traffic signal	372	UNF		Unfunded						293	293
Cottonwood Avenue / Theodore Street Traffic Signal	New traffic signal	373	UNF		Unfunded						293	293
Day Street / Cottonwood Avenue Traffic Signal	Relocate traffic signal	374	UNF		Unfunded						100	100
Day Street / Dracaea Avenue Traffic Signal	Relocate traffic signal	375	UNF		Unfunded						150	150
Day Street / Eucalyptus Avenue Traffic Signal	Relocate traffic signal	376	UNF		Unfunded						200	200
Day Street / Gateway Drive Traffic Signal	Relocate traffic signal	377	UNF		Unfunded						200	200
Day Street / Old 215 Frontage Road Traffic Signal	New traffic signal	378	UNF		Unfunded						293	293
Elder Avenue/ Kitching Street Traffic Signal	New traffic signal	379	UNF		Unfunded						293	293
Elder Avenue/ Lasselle Street Traffic Signal	New traffic signal	380	UNF		Unfunded						293	293
Elder Avenue/ Morrison Street Traffic Signal	New traffic signal	381	UNF		Unfunded						293	293
Elsworth Street / Dracaea Avenue Modern Roundabout	Replace all-way stop-controlled intersection (Project delayed)	382	417		Unfunded				588			588

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**TRAFFIC SIGNALS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Encilia Avenue (formerly Eucalyptus Avenue) / Quincy Street Traffic Signal	New traffic signal	383	UNF		Unfunded						293	293
Encilia Avenue (formerly Eucalyptus Avenue) / Redlands Boulevard Traffic Signal	New traffic signal	384	UNF		Unfunded						293	293
Encilia Avenue (formerly Eucalyptus Avenue) / Theodore Street Traffic Signal	New traffic signal	385	UNF		Unfunded						293	293
Eucalyptus Avenue / Arbor Park Lane Traffic Signal	Relocate traffic signal	386	UNF		Unfunded						150	150
Eucalyptus Avenue/ Indian Street Traffic Signal	New traffic signal	387	UNF		Unfunded						293	293
Eucalyptus Avenue/ Kitching Street Traffic Signal	New traffic signal	388	UNF		Unfunded				272			272
Eucalyptus Avenue / Lasselle Street Traffic Signal	New traffic signal	389	UNF		Unfunded						293	293
Eucalyptus Avenue (formerly Fir Avenue) / Encilia Avenue (formerly Eucalyptus Avenue) Traffic Signal	New traffic signal	390	UNF		Unfunded						293	293
Eucalyptus Avenue (formerly Fir Avenue) / Quincy Street Traffic Signal	New traffic signal	391	UNF		Unfunded						293	293
Eucalyptus Avenue (formerly Fir Avenue) / Redlands Boulevard Traffic Signal	New traffic signal	392	UNF		Unfunded						293	293
Eucalyptus Avenue (formerly Fir Avenue) / Sinclair Street Traffic Signal	New traffic signal	393	UNF		Unfunded						293	293
Eucalyptus Avenue (formerly Fir Avenue) / Theodore Street Traffic Signal	New traffic signal	394	UNF		Unfunded						293	293
Eucalyptus Avenue (Future) / Encilia Avenue (formerly Eucalyptus Avenue) Traffic Signal	New traffic signal	395	UNF		Unfunded						293	293



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Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Eucalyptus Avenue (Future) / Gilman Springs Road Traffic Signal	New traffic signal	396	UNF		Unfunded						293	293
Eucalyptus Avenue (Future) / Spine Road (Future) Traffic Signal	New traffic signal	397	UNF		Unfunded						293	293
Eucalyptus Avenue (Future) / Virginia Street (Future) Traffic Signal	New traffic signal	398	UNF		Unfunded						293	293
Frederick Street / Brabham Street Traffic Signal	Relocate traffic signal	399	UNF		Unfunded						100	100
49 Frederick Street / Cactus Avenue Traffic Signal	Relocate traffic signal	400	UNF		Unfunded						150	150
Frederick Street / Centerpoint Drive Traffic Signal	Relocate traffic signal	401	UNF		Unfunded						100	100
Frederick Street / Sunnymead Boulevard - Eastbound SR-60 Traffic Signal	Relocate traffic signal	402	UNF		Unfunded						150	150
Heacock Street / Fir Avenue Traffic Signal	Relocate traffic signal	403	UNF		Unfunded						150	150
Heacock Street / Hemlock Avenue Traffic Signal	Relocate traffic signal	404	UNF		Unfunded						100	100
Heacock Street / Lake Summit Drive Traffic Signal	New traffic signal	405	UNF		Unfunded						293	293
Heacock Street / San Michele Road Traffic Signal	Relocate traffic signal	406	UNF		Unfunded						100	100
Indian Street / Eucalyptus Avenue Traffic Signal	New traffic signal	407	417		DIF Traffic Signals						293	293
Indian Street / Hemlock Avenue Traffic Signal	Relocate traffic signal	408	UNF		Unfunded						150	150

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**TRAFFIC SIGNALS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Indian Street / Iris Avenue Traffic Signal	Relocate traffic signal	409	UNF		Unfunded						100	100
Indian Street / San Michelle Road Traffic Signal	Relocate traffic signal	410	UNF		Unfunded						150	150
Indian Street / Sundial Way Traffic Signal	New traffic signal	411	UNF		Unfunded						293	293
Interconnect Installation	Interconnection of traffic signals throughout City	412	UNF		Unfunded						18,000	18,000
Iris Avenue / Concord Way Traffic Signal	New traffic signal	413	UNF		Unfunded						293	293
Ironwood Avenue / Graham Street Traffic Signal	Relocate traffic signal	414	UNF		Unfunded						100	100
Ironwood Avenue/ Lasselle Street Traffic Signal	New traffic signal	415	UNF		Unfunded						293	293
Ironwood Avenue / Morrison Street Traffic Signal	New traffic signal	416	UNF		Unfunded						293	293
Ironwood Avenue / Quincy Street Traffic Signal	New traffic signal	417	UNF		Unfunded						293	293
Ironwood Avenue / Sinclair Street Traffic Signal	New traffic signal	418	UNF		Unfunded						293	293
Ironwood Avenue / Theodore Street Traffic Signal	New traffic signal	419	UNF		Unfunded						293	293
John F. Kennedy Drive / Redlands Boulevard Traffic Signal	New traffic signal	420	UNF		Unfunded						293	293
Kitching Street / Bay Avenue Traffic Signal	New traffic signal	421	UNF		Unfunded						380	380

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**TRAFFIC SIGNALS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Kitching Street / Ironwood Avenue Traffic Signal	Relocate traffic signal	422	UNF		Unfunded						100	100
Krameria Avenue / Heacock Street Traffic Signal	New traffic signal	423	UNF		Unfunded						293	293
Krameria Avenue / Indian Street Traffic Signal	New traffic signal	424	UNF		Unfunded						293	293
Lasselle Street / Alessandro Boulevard Traffic Signal	Relocate traffic signal	425	UNF		Unfunded						150	150
Moreno Beach Drive / Alessandro Boulevard Traffic Signal	Relocate traffic signal	426	UNF		Unfunded						250	250
Moreno Beach Drive / Championship Drive Traffic Signal	New traffic signal	427	UNF		Unfunded						293	293
Moreno Beach Drive / Cottonwood Avenue Traffic Signal	Relocate traffic signal	428	UNF		Unfunded						200	200
Moreno Beach Drive / Ironwood Avenue Traffic Signal	Relocate traffic signal	429	UNF		Unfunded						250	250
Moreno Beach Drive / Locust Avenue Traffic Signal	New traffic signal	430	UNF		Unfunded						293	293
Nandina Avenue / Kitching Street Traffic Signal	New traffic signal	431	UNF		Unfunded						293	293
Nason Street / Alessandro Boulevard Traffic Signal	Relocate traffic signal	432	UNF		Unfunded						250	250
Nason Street / Cactus Avenue Traffic Signal	Relocate traffic signal	433	UNF		Unfunded						150	150
Nason Street / Clubhouse Drive Traffic Signal	New traffic signal	434	UNF		Unfunded						293	293

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Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Nason Street / Cottonwood Avenue Traffic Signal	Relocate traffic signal	435	UNF		Unfunded						150	150
Nason Street / Dracaea Avenue Traffic Signal	Relocate traffic signal	436	UNF		Unfunded						100	100
Nason Street / Fir Avenue Traffic Signal	Relocate traffic signal	437	UNF		Unfunded						100	100
Nason Street / Ironwood Avenue Traffic Signal	Relocate traffic signal	438	UNF		Unfunded						200	200
Oliver Street / John F. Kennedy Drive Traffic Signal	New traffic signal	439	UNF		Unfunded						293	293
Perris Boulevard / Dracaea Avenue Traffic Signal	Relocate traffic signal	440	UNF		Unfunded						100	100
Perris Boulevard / Eastgate Traffic Signal	Relocate traffic signal	441	UNF		Unfunded						150	150
Perris Boulevard / Eucalyptus Avenue Traffic Signal	Relocate traffic signal	442	UNF		Unfunded						100	100
Perris Boulevard / Manzanita Avenue Traffic Signal	Relocate traffic signal	443	UNF		Unfunded						150	150
Perris Boulevard / Pico Vista Way Traffic Signal	New traffic signal	444	UNF		Unfunded			293				293
Perris Boulevard / Rivard Road Traffic Signal	New traffic signal	445	UNF		Unfunded						293	293
Perris Boulevard / Santiago Drive Traffic Signal	New traffic signal	446	UNF		Unfunded						293	293
Perris Boulevard / Suburban Lane Traffic Signal	Relocate traffic signal	447	UNF		Unfunded						100	100

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**TRAFFIC SIGNALS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Perris Boulevard / Sunnymead Ranch Parkway Traffic Signal	Relocate traffic signal	448	UNF		Unfunded						100	100
Pigeon Pass Road / Climbing Rose Drive Traffic Signal	Relocate traffic signal	449	UNF		Unfunded						100	100
Pigeon Pass Road / Hemlock Avenue Traffic Signal	Relocate traffic signal	450	UNF		Unfunded						100	100
Pigeon Pass Road / Ironwood Avenue Traffic Signal	Relocate traffic signal	451	UNF		Unfunded						150	150
Pigeon Pass Road / Swan Street Traffic Signal	Relocate traffic signal	452	UNF		Unfunded						100	100
Pigeon Pass Road / Western Ridge Road Traffic Signal	Relocate traffic signal	453	UNF		Unfunded						150	150
Redlands Boulevard / Ironwood Avenue Traffic Signal	Relocate traffic signal	454	UNF		Unfunded						250	250
Spine Road (Future) / Gilman Springs Road Traffic Signal	New traffic signal	455	UNF		Unfunded						293	293
Spine Road (Future) / Virginia Street (Future) Traffic Signal	New traffic signal	456	UNF		Unfunded						293	293
SR-60 Eastbound Ramps / Theodore Street Traffic Signal	New traffic signal	457	UNF		Unfunded						293	293
SR-60 Westbound Ramps / Redlands Boulevard Traffic Signal	New traffic signal	458	UNF		Unfunded			820				820
SR-60 Westbound Ramps / Theodore Street Traffic Signal	New traffic signal	459	UNF		Unfunded						293	293
Sunnymead Boulevard / Indian Street Traffic Signal	Relocate traffic signal	460	UNF		Unfunded						150	150

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**TRAFFIC SIGNALS**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 13/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
Sunnymead Boulevard / Kitching Street Traffic Signal	New traffic signal	461	UNF		Unfunded						293	293
Sunnymead Ranch Parkway / Pigeon Pass Road Traffic Signal	New traffic signal	462	UNF		Unfunded						293	293
Towngate Boulevard / Eucalyptus Avenue Traffic Signal	Relocate traffic signal	463	UNF		Unfunded						150	150
Valley Springs Parkway / Eucalyptus Avenue Traffic Signal	Relocate traffic signal	464	UNF		Unfunded						100	100
<b>Total Unfunded Projects</b>						<b>0</b>	<b>0</b>	<b>1,113</b>	<b>860</b>	<b>0</b>	<b>42,635</b>	<b>44,608</b>
<b>Total Traffic Signals</b>						<b>970</b>	<b>670</b>	<b>1,593</b>	<b>890</b>	<b>30</b>	<b>42,665</b>	<b>46,818</b>

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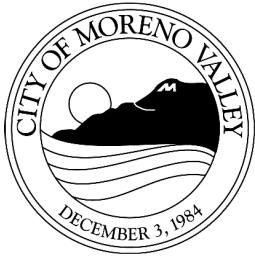
**UNDERGROUND UTILITIES**

Project Name	Project Description	Page #	Fund Source	Account Number	Fund Description	Carryover to FY 11/12	New Request FY 11/12	Plan FY 12/13	Plan FY 12/14	Plan FY 14/15	Plan FY 15/16 & Beyond	Grand Totals
<b>Funded Projects</b>												
Citywide Fiber Optic Communications Expansion	Extension of existing optic fiber cable	467	750	69630	Technology Services	213						213
<b>Total Funded Projects</b>						<b>213</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>213</b>

<b>Partially Funded Projects</b>												
None Listed												
<b>Total Partially Funded Projects</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>Unfunded Projects</b>												
Nason Street / Dracaea Avenue Booster Pump Relocation	Relocate existing booster pump at NW corner of Nason Street and Dracaea Avenue	469	UNF		Unfunded						2,101	2,101
Underground In-Lieu Fees Project	Construct missing street segment improvements	470	359		Unfunded						700	700
<b>Total Unfunded Projects</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,801</b>	<b>2,801</b>
<b>Total Underground Utilities</b>						<b>213</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,801</b>	<b>3,014</b>

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## PLANNING COMMISSION STAFF REPORT

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Case: PA10-0035 Amendment to Municipal Code  
9.03 Residential Development  
9.08 Grading  
9.11 Parking, Pedestrian and Loading  
Requirements  
9.16 Design Guidelines  
9.17 Landscape Requirements

Date: May 12, 2011

Applicant: City of Moreno Valley

Representative: Planning Division

Location: City-wide

Proposal: The proposed amendment is an update to the City's Municipal Code to implement new design standards to comply with the 2010 National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer (MS4) Permit which is designed to minimize impacts from new development as well as redevelopment projects discharging urban waters entering Waters of the U.S. from municipal separate storm sewer systems which is regulated under the National Pollutant Discharge Elimination System (NPDES) permit.

Recommendation: Approval



**PROJECT DESCRIPTION**

This proposed amendment would modify various provisions of the Municipal Code Sections 9.03 Residential Development, 9.08, Grading 9.11, Parking, Pedestrian and Loading Requirements, 9.16, Design Guidelines, and 9.17 Landscape Requirements providing new design standards promoting green infrastructure/low impact development (LID) techniques to comply with the 2010 National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer (MS4) Permit requirements with required compliance by July 29, 2011. Additionally, all projects are required to include “Best Management Practices” (BMPs) which provide measures designed to prevent or reduce the discharge of pollutants directly or indirectly into waters of the United States,

The primary changes include revising design requirements to promote on-site water retention and infiltration in an effort to clean the water of contaminants prior to the water being discharged from the site into storm drains and flood control channels which then enter receiving waters such as the Santa Ana Watershed. Hardscape areas increase the runoff and amount of water that needs to be cleaned by the water quality permit. The proposed site design requirements and preferences are intended to reduce the runoff and the costs associated with cleaning runoff.

In an effort to meet the goals and objectives of the permit requirements and include Best Management Practices into the site design, projects will be required to reduce the hardscape within the parking lots and on site hardscape areas by increasing the landscape areas, using pervious materials in the design, as well as providing additional curb cuts to convey the drainage into landscape areas for water quality retention and absorption.

Included are changes to Municipal Code sections 8.10 Storm Water/Urban runoff Management and Discharge Controls and 8.21 Grading Regulations with the addition of 8.21.200 Permeable Surface Design. The Public Works Department is responsible to ensure projects meet water quality requirements as well as site grading while complying with the MS4 permit requirements. These changes are included to be consistent through inter-departmental reviews. Municipal Code section changes to Title 8 are provided for consistency with Title 9, however, do not require any action from the Planning Commission.

Where applicable in all sections listed, Community Development Director/Department has been changed to Community & Economic Development Director or Community & Economic Development Department. Additionally, minor clerical items have been corrected for consistency.

The following are the proposed changes to the Municipal Code, Title 9 for Planning and Zoning.

**9.03.040 Residential Development**

<b>CURRENT STANDARDS</b>	<b>PROPOSED CHANGES</b>
Section F	Section F
5. In the RS10, R10, R15, R20 and R30 districts, a minimum of thirty-five (35) percent	5. In the RS10, R10, R15, R20 and R30 districts, a minimum of thirty-five (35) percent

<p>of the net site area, exclusive of private patio and yard areas, shall be landscaped. Turf shall not exceed fifty (50) percent of this area. Required setback areas and outdoor recreation areas may be counted toward this minimum. Landscaping shall consist predominately plant materials except for necessary walks and fences.</p>	<p>of the net site area, exclusive of private patio and yard areas, shall be landscaped. Turf shall not exceed fifty (50) percent of this area. Required setback areas and outdoor recreation areas may be counted toward this minimum. Landscaping shall consist predominately plant materials <u>to include water efficient native plants</u>, except for necessary walks and fences. <u>Landscape areas shall be designed to promote water retention and allow runoff from impervious surfaces.</u> <u>Hardscape areas are recommended to be constructed with pervious surfaces where feasible to reduce run off.</u></p>
<p>6. Where a multiple-family project abuts property in a single-family district, a decorative masonry wall at least six feet in height and screening landscaping within a planter of at least five-foot interior width shall be erected and maintained between such uses and the single-family district. Decorative walls composed of block, brick, stone, stucco-treated masonry or concrete panels are acceptable. The Community development director may approve alternative materials, provided that the materials are decorative and comparable to masonry walls or concrete panels in durability and ability to attenuate light and sound.</p>	<p>6. Where a multiple-family project abuts property in a single-family district, a decorative masonry wall at least six feet in height and screening landscaping within a planter of at least five-foot interior width shall be erected and maintained between such uses and the single-family district. Decorative walls composed of block, brick, stone, stucco-treated masonry or concrete panels are acceptable. The Community <u>&amp; Economic Development Director</u> may approve alternative materials, provided that the materials are decorative and comparable to masonry walls or concrete panels in durability and ability to attenuate light and sound.</p>
<p>Section G</p> <p>4. Multifamily parking lots shall be limited to two double aisles of cars to help reduce expanses of paving.</p>	<p>Section G</p> <p>4. Multifamily parking lots shall be limited to two double aisles of cars to help reduce expanses of paving. <u>Parking lots shall provide openings in curbs to convey surface drainage into landscape areas for water quality, retention and absorption.</u></p>
<p>Section G</p> <p>12. Trash enclosures shall be designed to be compatible with the project's architecture, perhaps including roofs, treated walls, special doors and enhanced landscaping.</p>	<p>Section G</p> <p>12. <u>Trash enclosures shall include solid roofs and be designed to be compatible with the project's architecture.</u></p>

**9.08.080 Grading**

CURRENT STANDARDS	PROPOSED CHANGES
Section A.  Lots slope toward, rather than away from the street; unless otherwise approved by the city engineer.	Section A.  Lots slope <u>to landscape areas or pervious surfaces</u> unless otherwise approved by the city engineer;
New standard.	<u>Section M.</u>  <u>Grading shall only be performed on the portion of the site where the building will be located and necessary improvements.</u>

**9.11 Parking, Pedestrian and Loading Requirements**

**9.11.010 Purpose and intent.**

CURRENT	PROPOSED
Section E.  Implement general plan circulation and energy conservation policies:(Ord. 359 (part), 1992)	Section E.  Implement general plan circulation and energy conservation policies; <u>and</u> (Ord. 359 (part), 1992)
New	<u>Section F.</u>  <u>Integrate water quality practices into parking lot design to improve post-construction water quality and reduce run off quantity conveyed to protect receiving waters.</u>

**9.11.040 Off-street parking requirements**

CURRENT	PROPOSED
Section A.  Automobile Parking Requirements. Off-street automobile parking shall be provided in accordance with the requirements of this chapter. The following tables set forth the minimum off-street parking requirements and certain notations for various residential, commercial, industrial, public and quasi-public uses	Section A.  Automobile Parking Requirements. Off-street automobile parking shall be provided in accordance with the requirements of this chapter. The following tables set forth the <u>required</u> off-street parking requirements and certain notations for various residential, commercial, industrial, public and quasi-public uses. <u>Parking provided above the amount of required off-street parking must be</u>

	<u>constructed with permeable surfaces and/or enhanced landscaped retention and absorption areas:</u>
911.040 A-12 Table  The table states the minimum requirement for parking based on the use.	<u>The table will state the “required” parking based on the use.</u>

**9.11.060 Off-street bicycle parking requirements**

CURRENT	PROPOSED
Section D  3. All bicycle parking and storage areas shall be surfaced so as to keep the area in a dust-free condition	Section D  3. All bicycle parking and storage areas shall be surfaced so as to keep the area in a dust-free condition. <u>Pervious pavement is recommended.</u>

**9.11.080 Design standards.**

CURRENT	PROPOSED
New	<u>25. Parking lot design shall include openings in curbs to convey water run off into landscape areas for water quality, retention and absorption. Pervious surfaces are recommended where feasible and required for parking areas provided in excess of City requirements.</u>
Section B  3. Uncovered Spaces, Full-Size. Each full-size uncovered space shall be a minimum of nine feet in width eighteen (18) feet in depth (see Figure 9.11.080-5).	<u>Section B</u>  3. Uncovered Spaces, Full-Size. Each full-size uncovered space shall be nine (9) feet in width <u>and sixteen (16)</u> feet in <u>depth of paved area and two feet of landscaped depth in excess of the adjacent landscape requirement. Spaces may be</u> eighteen (18) feet <u>of paved</u> in depth <u>with no additional landscape depth subject to approval by the Planning Official. (The two feet of additional landscape may not be included in the required landscape setback).</u> (see Figure 9.11.080-5).
Figure 9.11.080-5	<u>Figure 9.11.080-5 modified to reflect 16 feet Nonparallel Parking Spaces</u>

<p><del>Figure 9.11.080-6</del></p>	<p><b><u>Figure 9.11.080-6 Parking Space Striping Requirements</u></b>   <b><u>modified to reflect both 16 feet and 18 feet in depth parking spaces labeled as 911.080-6A and 9.11.080-6B</u></b></p>
<p>Section C</p> <p>1. Drainage. All parking facilities, except those serving two or fewer dwelling units, shall be graded and provided with drainage facilities so as to provide for the disposal of water without surface flow over sidewalks within public rights-of-way.</p>	<p>Section C</p> <p>1. Drainage. <b><u>Parking lots shall be designed to drain into landscape planters using openings in curbs and site grading.</u></b> All parking facilities, except those serving two or fewer dwelling units, shall be graded and provided with drainage facilities so as to provide for the disposal of water without surface flow over sidewalks within public rights-of-way.</p>
<p>Figure 9.11.080-6</p>	<p><b><u>Figure 9.11.080-6, Parking Space Striping Requirements-- modified to reflect parking space dimension requirements.</u></b></p>
<p>Section E.</p> <p>1. All permanent automobile and disabled parking spaces, loading and maneuvering areas shall be paved and permanently maintained with asphalt, concrete, or other all-weather surfacing, as approved by the city engineer.</p>	<p>Section E.</p> <p>1. All permanent automobile and disabled parking spaces, loading and maneuvering areas shall be paved and permanently maintained with asphalt, concrete, or other all-weather surfacing, as approved by the city engineer. <b><u>Every effort should be made to use pervious surfaces to reduce water run off. All parking areas in excess of the requirements of the Municipal Code shall use pervious pavement and/or increased landscape water retention and absorption areas.</u></b></p>

**9.11.100 Circulation-Pedestrian**

<b>CURRENT</b>	<b>PROPOSED</b>
<p>Section A.</p> <p>Pedestrian walkways shall be provided to reduce pedestrian/vehicle conflicts. Decorative paving and bollards can help provide safety and separation.</p>	<p>Section A.</p> <p>Pedestrian walkways shall be provided to reduce pedestrian/vehicle conflicts. Decorative paving and bollards can help provide safety and separation. <b><u>The use of pervious paving surfaces is recommended</u></b></p>

	<u>where feasible.</u>
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## 9.16 Design Guidelines

### 9.16.010 Introduction and scope of guidelines.

CURRENT	PROPOSED
<p>Section A. —</p> <p>The city of Moreno Valley design guidelines are intended to promote quality site planning and architecture without restricting innovation or creativity. These guidelines represent the Community Development Director's, the planning commissions and the city council's policy with respect to the quality of design expected for all projects within the city. However, it is recognized that each project represents a unique development opportunity which is intended to be enhanced by the guidelines, not stymied by them. Compatibility with surrounding development is emphasized to achieve a unified and sensitive appearance, but variety and distinctiveness in design and architectural styles are encouraged.</p>	<p><u>Section A.</u></p> <p><u>The city of Moreno Valley design guidelines are intended to promote quality site planning and architecture without restricting innovation or creativity. These guidelines provide the City's policy with respect to the quality of design expected for all projects. However, it is recognized that each project represents a unique development opportunity which is intended to be enhanced by the guidelines, not stymied by them. Compatibility with surrounding development is emphasized to achieve a unified and sensitive appearance, but variety and distinctiveness in design and architectural styles are encouraged.</u></p>

### 9.16.110 Objectives, generally.

CURRENT	PROPOSED
<p>Section C.</p> <p>6. Providing for conservation of natural resources through building orientation, site amenities and architectural treatment,</p>	<p>Section C.</p> <p>6. Providing for conservation of natural resources through building orientation, site amenities and architectural treatment, <u>including water quality features integrated into the site design such as water retention and absorption areas and the use of pervious surfaces to reduce water run off;</u></p>
<p>7. Working in concert with the city's landscape guidelines as adopted by Ordinance No. 247.</p>	<p>7. Working in concert with the city's landscape <u>requirements,</u> guidelines as adopted by Ordinance No. 247.</p>

**9.16.120 General guidelines.**

<b>CURRENT</b>	<b>PROPOSED</b>
<p>Section A.</p> <p>16. Roofs should be designed to be attractive when viewed from adjacent buildings or roadways. Roof-mounted equipment shall be concealed from public view.</p>	<p>Section A.</p> <p>16. Roofs should be designed to be attractive when viewed from adjacent buildings or roadways. Roof-mounted equipment shall be concealed from public view. <u>Roof drains shall be integrated into the building design for aesthetics and shall convey water to landscape areas for water quality.</u></p>
<p>7. Working in concert with the city's landscape guidelines as adopted by Ordinance No. 247.</p>	<p>7. Working in concert with the city's landscape <u>requirements.</u> <del>guidelines as adopted by Ordinance No. 247.</del></p>

**9.16.130 Single-family residential.**

<b>CURRENT</b>	<b>PROPOSED</b>
<p>Section B.</p> <p>10. Storage of recreational vehicles, boats and campers should be provided for residents by either an enlarged side yard setback to allow access to the rear yard or an off-site storage area, both of which are to be out of public view. Residential units should be designed with the larger side yard, a minimum of ten (10) feet, on the garage side of the structure for storage/yard access.</p>	<p>Section B.</p> <p>10. Storage of recreational vehicles, boats and campers should be provided for residents by either an enlarged side yard setback to allow access to the rear yard or an off-site storage area, both of which are to be out of public view. Residential units should be designed with the larger side yard, a minimum of ten (10) feet, on the garage side of the structure for storage/yard access. <u>Pervious surfaces are required for such areas within required setbacks.</u></p>
<p>11. Driveways shall be placed to maximize off-street parking opportunities and still maintain minimum landscape requirements.</p>	<p>11. Driveways shall be placed to maximize off-street parking opportunities and still maintain minimum landscape requirements. <u>Pervious surfaces are recommended where feasible.</u></p>

**9.16.140 Multifamily residential shall be deleted in its entirety.**

The multifamily residential design guidelines were incorporated into section 9.03.040 of the Municipal Code which was approved September 22, 2009.

**9.16.150 Commercial (retail, office, mixed use).**

<b>CURRENT</b>	<b>PROPOSED</b>
<p>Section B.</p> <p>28. All rooftop equipment shall be part of the project design or be screened and located out of view from the pedestrian level, public rights-of-way, adjacent freeways and neighboring structures. Flat-roof drainage pipes shall be located inside the exterior walls of a structure.</p>	<p>Section B.</p> <p>28. All rooftop equipment shall be part of the project design or be screened and located out of view from the pedestrian level, public rights-of-way, adjacent freeways and neighboring structures. Flat-roof drainage pipes shall be integrated into the project design and <u>drain into a landscape area for water quality, retention and absorption to reduce water run off.</u></p>

**9.16.160 Business park/industrial.**

<b>CURRENT</b>	<b>PROPOSED</b>
<p>Section B.</p> <p>14. Courtyards for resting, gathering and eating by employees shall be provided (Ord. 359 (Attach. 2 (part)), 1992)</p>	<p>Section B.</p> <p>14. Courtyards for resting, gathering and eating by employees shall be provided. <u>Pervious surfaces are recommended where feasible.</u> (Ord. 359 (Attach. 2 (part)), 1992)</p>

**9.16.220 Roadway Circulation.**

<b>CURRENT</b>	<b>PROPOSED</b>
<p>Section E.</p> <p>Combinations of collective private driveways, cluster parking areas and off-street parking bays are encouraged to minimize paved areas. (Ord. 773 § 3, 2008; Ord. 359 (Attach. 2 (part)), 1992)</p>	<p>Section E.</p> <p>Combinations of collective private driveways, cluster parking areas and off-street parking bays <u>(including pervious paving where feasible)</u> are encouraged to minimize paved areas. (Ord. 773 § 3, 2008; Ord. 359 (Attach. 2 (part)), 1992)</p>



**9.16.235 Hillside Development.**

CURRENT	PROPOSED
<p>Section A</p> <p>2. All pads and driveways shall, to the fullest extent practicable, follow and utilize the natural contours of the land to minimize disturbance and shall not be located on the crest of a natural ridgeline.</p>	<p>Section A</p> <p>2. All pads and driveways shall, to the fullest extent practicable, follow and utilize the natural contours of the land to minimize disturbance and shall not be located on the crest of a natural ridgeline. <u>Pervious surfaces are recommended where feasible.</u></p>

**9.17 Landscape and Water Efficiency Requirements**

**9.17.050 Parking and drive-through landscape areas.**

CURRENT	PROPOSED
<p><b>Opening paragraph:</b></p> <p>Landscaping in parking and drive-through areas shall be designed to provide safety and comfort for both drivers and pedestrians, to provide shade, reduce heat-gain, reduce air pollutant emissions, and to enhance the visual quality of the project and the city. The design shall reduce auto noise, light and glare, and ambient temperatures through the use of canopy trees. The following standards apply:</p>	<p><b>Opening paragraph:</b></p> <p>Landscaping in parking and drive-through areas shall be designed to provide safety and comfort for both drivers and pedestrians, to provide shade, reduce heat-gain, reduce air pollutant emissions, <u>promote areas for water retention and evapotranspiration, allow runoff from impervious surfaces,</u> and to enhance the visual quality of the project and the city. The design shall reduce auto noise, light and glare, and ambient temperatures through the use of canopy trees. The following standards apply:</p>
<p>3. Continuous curbing is used whenever possible; wheel stops shall not be permitted unless approved by the community development director. Openings must be provided to permit parking lot drainage to enter landscape areas for retention and water quality.</p>	<p>3. <u>Curb cut</u> openings must be provided to permit parking lot drainage to enter landscape areas for retention and water quality. <u>Wheel stops shall not be permitted unless approved by the Community &amp; Economic Development Director.</u></p>

**9.17.070 Single family residential development.**

<b>CURRENT</b>	<b>PROPOSED</b>
<p>6. The front yard area have a maximum of 25% turf with the remaining yard planted with shrubs, ground covers and required trees. Turf should be planted in gathering areas only. Pavement and other solid surfaces shall not cover more than half of the required front yard setback.</p>	<p>6. The front yard area have a maximum of 25% turf with the remaining yard planted with shrubs, ground covers and required trees. Turf should be planted in gathering areas only. Pavement and other solid surfaces shall not cover more than half of the required front yard setback. <u>Pervious pavement/surfaces are recommended to reduce water runoff.</u></p>

**917.080 Multifamily residential development.**

<b>CURRENT</b>	<b>PROPOSED</b>
<p>Section A.</p> <p>A minimum of thirty-five (35) percent of the site area, exclusive of private patio and yard areas, shall be landscaped. Required setback areas and outdoor recreation areas may be counted towards this minimum, but not public rights-of-way. Landscape areas consist predominately of plant materials, except for necessary walks and fences/walls.</p>	<p>Section A.</p> <p>A minimum of thirty-five (35) percent of the site area, exclusive of private patio and yard areas, shall be landscaped. Required setback areas and outdoor recreation areas may be counted towards this minimum, but not public rights-of-way. Landscape areas consist predominately of plant materials, except for necessary walks and fences/walls. <u>The use of permeable surfaces is recommended for walks and patios to reduce water runoff.</u></p>

**9.17.090 Commercial, industrial, public and quasi-public development.**

<b>CURRENT</b>	<b>PROPOSED</b>
<p>Section C.</p> <p>In addition to the required street trees, trees shall be planted at the equivalent of one tree per thirty (30) linear feet of building dimension that is visible from the parking lot or public right-of-way. Trees may be massed for pleasing aesthetic effects. The creation of plaza or paseo areas is encouraged. Such areas should incorporate focal points such as</p>	<p>Section C.</p> <p>In addition to the required street trees, trees shall be planted at the equivalent of one tree per thirty (30) linear feet of building dimension that is visible from the parking lot or public right-of-way. Trees may be massed for pleasing aesthetic effects. The creation of plaza or paseo areas is encouraged, including the <u>use of pervious surface areas that</u></p>

<p>water features or specimen trees and establish a social gathering place with such elements as tables, benches, and seating walls.</p>	<p><u>reduce water run off</u>. Such areas should incorporate focal points such as water features or specimen trees and establish a social gathering place with such elements as tables, benches, and seating walls.</p>
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**917.110 Erosion control/slope planting.**

<b>CURRENT</b>	<b>PROPOSED</b>
<p>5. Slope areas shall be planted in a manner to ensure adequate vegetation coverage and slope stability.</p>	<p>5. Slope areas shall be planted in a manner to ensure adequate vegetation coverage and slope stability, <u>draining to landscape or permeable surface areas that allow for water retention and absorption.</u></p>

**917.150 Water efficiency requirements.**

<b>CURRENT</b>	<b>PROPOSED</b>
<p>New</p>	<p><u>11. Direct all runoff from roofs and hardscape areas to landscaping areas.</u></p>
<p>New</p>	<p><u>12. Water capture systems are encouraged subject to the requirements of the Eastern Municipal Water District.</u></p>

**ENVIRONMENTAL**

The project is exempt from the California Environmental Quality Act (CEQA) in accordance with Section 15061 as defined by Section 15378 of the CEQA Guidelines. The amendment does not have the potential to cause a significant effect on the environment.

**NOTIFICATION**

A 1/8 page public notice was published in the local newspaper Saturday, April 30, 2011.

**STAFF RECOMMENDATION**

**APPROVE** Planning Commission Resolution No. 2011-11 and thereby **RECOMMEND** that the City Council:

1. **APPROVE** PA10-0035 (Municipal Code Amendment); and,
2. **RECOGNIZE** that PA10-0035 (Municipal Code Amendment) qualifies as an exemption in accordance with CEQA Guidelines, Section 15061 as defined by Section 15378.

Prepared by:

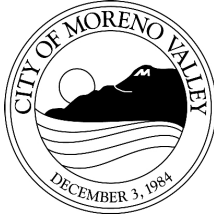
Approved by:

Julia Descoteaux  
Associate Planner

John C. Terell, AICP  
Planning Official

ATTACHMENTS:

1. Public Hearing Notice
2. Planning Commission Resolution No. 2011-11
3. 9.03.040 Residential Development
4. 9.08.080 Grading
5. 9.11 Parking Pedestrian and Loading
6. 9.16 Design Guidelines
7. 9.17 Landscaping



## NOTICE OF PLANNING COMMISSION PUBLIC HEARING

THE PLANNING COMMISSION WILL CONSIDER A CITYWIDE AMENDMENT TO THE MUNICIPAL CODE PROVISIONS TO IMPLEMENT NEW DESIGN STANDARDS PROMOTING GREEN INFRASTRUCTURE/LID TECHNIQUES TO COMPLY WITH THE 2010 NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) MUNICIPAL SEPARATE STORM SEWER (MS4) PERMIT WHICH IS DESIGNED TO MINIMIZE IMPACTS FROM NEW DEVELOPMENT AS WELL AS REDEVELOPMENT PROJECTS DISCHARGING URBAN WATERS TO WATERS OF THE U.S. THE RESIDENTIAL DEVELOPMENT, GRADING, PARKING, PEDESTRIAN AND LOADING REQUIREMENTS, DESIGN GUIDELINES, AND LANDSCAPE REQUIREMENTS SECTIONS HAVE BEEN REVISED.

The proposed amendment (PA10-0035) would change the various Moreno Valley Municipal Code provisions to minimize the impacts and convey surface drainage into landscape areas for water quality, retention and absorption.

The Municipal Code Amendment (PA10-0035) proposes changes to the following sections:

- 9.03 Residential Development
- 9.08 Grading
- 9.11 Parking, Pedestrian and Loading Requirements
- 9.16 Design Guidelines
- 9.17 Landscape Requirements

This project has been determined to be exempt from the California Environmental Quality Act (CEQA) in accordance with Section 15061 of the CEQA Guidelines because the amendment does not have the potential to cause a significant effect on the environment.

The Planning Commission may consider any appropriate modifications or alternatives to the amendment or the environmental determination. Any person concerned about the proposal may submit written comments to the Planning Division prior to the hearing date listed below. Any person may appear and be heard in support or opposition to the project or the environmental determination at the time of the hearing. Any person interested in the proposed project may contact Julia Descoteaux, Associate Planner at (951) 413-3206 or at the Community & Economic Development Department at 14177 Frederick Street, Moreno Valley, California, during normal business hours (7:30 a.m. to 5:30 p.m., Monday – Thursday).

If you challenge any of these items in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the Planning Commission on or before the following meeting date:

**Thursday, May 12, 2011  
7:00 P.M.  
City Council Chambers  
14177 Frederick Street  
Moreno Valley, CA 92552-0805**

**PLANNING COMMISSION RESOLUTION NO. 2011-11**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY RECOMMENDING APPROVAL OF PA10-0035 TO THE CITY COUNCIL, AMENDING MORENO VALLEY MUNICIPAL CODE REGULATIONS REGARDING RESIDENTIAL DEVELOPMENT, GRADING, PARKING, PEDESTRIAN AND LOADING REQUIREMENTS, DESIGN GUIDELINES AND LANDSCAPE REQUIREMENTS.**

**WHEREAS**, the City of Moreno Valley has filed an application for the approval of PA10-0035, as described in the title of this Resolution.

**WHEREAS**, on May 12, 2011, the Planning Commission of the City of Moreno Valley held a meeting to consider the application.

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, BE IT RESOLVED**, it is hereby found, determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. **Conformance with General Plan Policies** – The amendment is consistent with the General Plan, and its goals, objectives, policies and programs, and with any applicable specific plan.

**FACT:** All of the proposed changes are consistent with, and do not conflict with the goals, objectives, policies, and programs established within the General Plan or any specific plan. The amendment provides an update to the existing code to ensure compliance with the new National Pollutant Discharge Elimination System (NPDES) permit which is effective July 29, 2011. The updates include sections pertaining to residential development, grading, parking pedestrian and loading requirements, design guidelines and the landscape requirements.

2. **Health, Safety and Welfare** – The proposed use will not be detrimental to the public health, safety or general welfare.

**FACT:** The proposed changes do not have the potential of adversely affecting the public health, safety or welfare of the residents of City of Moreno Valley or surrounding jurisdictions. The amendment provides an update to the existing code to ensure compliance with the new National Pollutant

Discharge Elimination System (NPDES) permit which is effective July 29, 2011.

3. **Conformance with Zoning Regulations** – The proposed amendment is consistent with the purposed and intent of Title 9.

**FACT:** The amendment to the Municipal Code provides for an internally consistent set of regulations that are compatible with the purpose and intent of Title 9 while meeting the expectations of the National Pollutant Discharge Elimination System permit which promotes green infrastructure/LID techniques to comply with the 2010 NPDES Municipal Separate Storm Sewer (MS4) Permit requirements by July 29, 2011. The updates include sections regarding, residential development, grading, parking pedestrian and loading requirements, design guidelines and the landscape requirements.

In addition, the amendment furthers the specific purpose and intent of Title 9 to “implement the goals, objectives, policies and programs of the Moreno Valley General Plan and manage future growth and change in accordance with that plan.”

**BE IT FURTHER RESOLVED** that the Planning Commission **HEREBY APPROVES** Resolution No. 2011-11, **RECOMMENDING** that the City Council **APPROVE** PA10-0035, thereby amending the Municipal Code as described in the title of this resolution.

**APPROVED** this 12<sup>th</sup> day of May, 2011.

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Ray Baker  
Acting Chair, Planning Commission

ATTEST:

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John C. Terell, Planning Official  
Secretary to the Planning Commission

APPROVED AS TO FORM:

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City Attorney

**9.03.040 Residential site development standards.**

The following standards shall apply to land and permitted or conditionally permitted buildings and structures located within the herein described residential districts. The standards stated herein are not intended to prevent more restrictive private site development standards contained in the covenants, conditions and restrictions or other private consensual restrictions imposed on any property or dwelling unit. However, in no case shall private deed or other property restrictions be applied or recognized so as to permit a lesser standard than the minimum standards established in this title or to otherwise revise the standards established by this title.

A. Rural Residential Requirements.

1. Slope-Density-Natural Area Relationship. The maximum density (du/ac) and the minimum percent of a site to remain in a natural state shall be determined by a slope analysis applied to the Slope-Density-Natural Area Table, as defined below.

a. Slope-Density-Natural Area Table 9.03.040-4.

Slope Class	Allowable Density (DU/Acre)	Amount of Open Space Required
Greater than 25%	0.05 (1 du/20 ac)	60%
15.1% to 25%	0.10 (1 du/10 ac)	50%
10% to 15%	0.20 (1 du/5 ac)	35%
Less than 10%	0.40 (1 du/2.5 ac)	n/a

b. Slope analysis calculations and mapping shall be provided by the applicant as described under subsection C of this section. The slope analysis shall be certified by a qualified civil engineer or licensed surveyor.

c. The total number of dwelling units permitted within a project area shall be the sum of the allowable dwelling units within each slope class. For example, if ten (10) acres of the project falls within the ten (10) to fifteen (15) percent slope class and five acres falls within the 15.1 percent to twenty-five (25) percent slope class, then the total permitted yield shall be two dwelling units (10 ac × 0.10 du/ac plus 5 ac × 0.20 du/ac).

2. Minimum Lot Size. Minimum lot size shall be one dwelling unit per 2.5 acres within a slope category of ten (10) percent or less unless determined to be reduced by an approved slope analysis. Based on the outcome of a slope analysis, minimum lot size within the rural residential district may be reduced to twenty thousand (20,000) square feet, or the minimum lot size of the adjacent zone, whichever is greater, if clustered on slopes of less than ten (10) percent and the lots are part of a project that preserves the steeper slope classes as natural open space by dedication to an appropriate



governmental entity, open space easement, transfer of development rights or other means approved by the city. The ongoing maintenance of such open space areas shall be ensured through a mechanism approved by the city.

3. Subdivision Design and Future Land Divisions.

a. Subdivisions shall be compatible with the surrounding development pattern. A subdivision shall be considered compatible if the lots created along the outside boundary of the project are no smaller than the average lot size within three hundred (300) feet of the project boundary. Parcels greater than five acres in area shall be excluded from the calculations when determining the average lot size within three hundred (300) feet of the project boundary.

b. Subdivisions shall be designed in such a way as to transfer development density to the lower slope classes and preserve the steeper slopes for very low density and/or open space. Subdivisions created in this way are prohibited from further division so as not to circumvent the density transfer and the purpose of the district. This restriction shall be binding on the subdivider and subsequent land owners. Therefore, this restriction shall be secured by development agreement or other type of recorded deed restriction approved by the city.

4. Building Height. Dwellings and other accessory structures shall not exceed thirty (30) feet in overall height, provided that on slopes of less than ten (10) percent, the overall height shall not exceed thirty-five (35) feet.

5. Setbacks and Other Site Development Criteria. Front, side and rear setbacks and other site development standards not specifically referenced in this section shall be subject to the following standards:

Lot Size	Standards
Under 40,000 s.f.	R2 district standards
40,000 s.f. or greater	R1 district standards

6. Grading within the rural residential district shall be performed as described under the hillside residential requirements, subsection (B)(6) of this section.

B. Hillside Residential Requirements.

1. Slope-Density-Natural Area Relationship. The maximum density (du/ac) and the percent of a site to remain in a natural state shall be determined by a slope analysis applied to the Slope-Density-Natural Area Table, as defined below.

a. Slope-Density-Natural Area Table 9.03.040-5.

Slope Class	Allowable Density (DU/Acre)	Minimum Amount of Open Space Required
Greater than 25%	0.10 (1 du/10 ac)	60%
15.1% to 25%	0.25 (1 du/4 ac)	50%
10% to 15%	0.50 (1 du/2 ac)	35%
Less than 10%	1.00 (1 du/ac)	n/a

b. Slope analysis calculations and mapping shall be provided by the applicant as described under subsection C of this section. The Community **& Economic Development** Director may require the slope analysis to be certified by a qualified civil engineer or licensed surveyor.

c. The total number of dwelling units permitted within a project area shall be the sum of the allowable dwelling units within each slope class. For example, if ten (10) acres of the project falls within the 15.1 percent to twenty-five (25) percent slope class and five acres falls within the greater than twenty-five (25) percent slope class, then the total permitted yield shall be three dwelling units (10 ac × 0.25 du/ac plus 5 ac × 0.10 du/ac).

2. Minimum Lot Size. Minimum lot size shall be one acre within a slope category of ten (10) percent or less unless determined to be reduced by an approved slope analysis. Based on the outcome of a slope analysis, the lot size within the hillside residential district may be reduced to ten thousand (10,000) square feet or the minimum lot size of the adjacent zone, whichever is greater, if clustered on slopes of less than ten (10) percent and the lots are part of a project that preserves the steeper slope classes as natural open space by dedication to an appropriate governmental entity, open space easement, transfer of development rights or other means approved by the city. The ongoing maintenance of such open space areas shall be ensured through a mechanism approved by the city.

3. Subdivision Design and Future Land Divisions.

a. Subdivisions shall be compatible with the surrounding development pattern. A subdivision shall be considered compatible if the lots created along the outside boundary of the project are no smaller than the average lot size within three hundred (300) feet of the project boundary. Parcels greater than five acres in area shall be excluded from the calculations when determining the average lot size within three hundred (300) feet of the project boundary.

b. Subdivisions shall be designed in such a way as to transfer development density to the lower slope classes and preserve the steeper slopes for very low density and/or open space. Subdivisions created in this way are prohibited from further division so as not to circumvent the density transfer and the purpose of the district. This restriction shall be binding on the subdivider and subsequent land owners. Therefore, this restriction shall be secured by development agreement or other type of recorded deed restriction approved by the city.

4. **Building Height.** Dwellings and other accessory structures shall not exceed thirty (30) feet in overall height, provided that on slopes of less than ten (10) percent, the overall height shall not exceed thirty-five (35) feet.

5. **Setbacks and Other Site Development Criteria.** Front, side and rear setbacks and other site development standards not specifically referenced in this section shall be subject to the following standards:

<b>Lot Size</b>	<b>Standards</b>
Less than 20,000 s.f.	R-3 district standards
20,000 s.f. to 40,000 s.f.	R-2 district standards
40,000 s.f. or greater	R-1 district standards

6. **Grading of any site shall be minimized and shall conform to the provisions contained in the city of Moreno Valley design guidelines, Ch. 9.16, under Applications for hillside development, Article IV, Sections 9.16.170 through 9.16.230 of this title, and the following standards:**

<b>Slope Class</b>	<b>Standards</b>
15.1—25%	Padded building sites may be allowed, but maximum use of custom foundations and split level designs shall be employed to reduce the need for large padded building areas.
Above 25%	Mass grading is not permitted. Special hillside architectural and design techniques are expected in order to conform to the natural landform. Homes constructed on lots within this terrain shall use custom, multiple-level foundations.
For all areas	All graded areas shall be protected from wind and water erosion through acceptable slope stabilization methods such as planting, walls or jute netting.

C. **Slope Calculations.** For the purposes of this section, the following method will be used to determine slope.

1. "Slope" is defined as the relationship between the change in elevation (rise) of the land and the horizontal distance (run) over which that change in elevation occurs. The percent of any given slope is determined by dividing the rise by the run on the natural slope of land, multiplied by one hundred (100).

2. a. For the purpose of determining the amount and location of land falling into each slope category, the applicant shall submit to the community development department, at the time of application, a base topographic map of the subject site prepared and signed by a registered civil engineer or licensed land surveyor. Such a map shall have a scale of not less than one inch to two hundred (200) feet and a contour interval of not more than ten (10) feet.

b. This base topographic map shall include all adjoining properties within three hundred (300) feet of the site boundaries. Slope bands in the range of less than ten (10) percent, ten (10) to fifteen (15) percent, fifteen (15) to twenty-five (25) percent, and greater than twenty-five (25) percent shall be delineated on the topographic map. The map shall be accompanied by a tabulation of the land area in each slope category specified in acres. The exact method for computing the percent slope and area by percent slope category is to be sufficiently described and presented so that a review can readily be made.

3. Slope Mapping Method.

a. The percent slope of any particular piece of land shall be plotted on the map as described in this subsection.

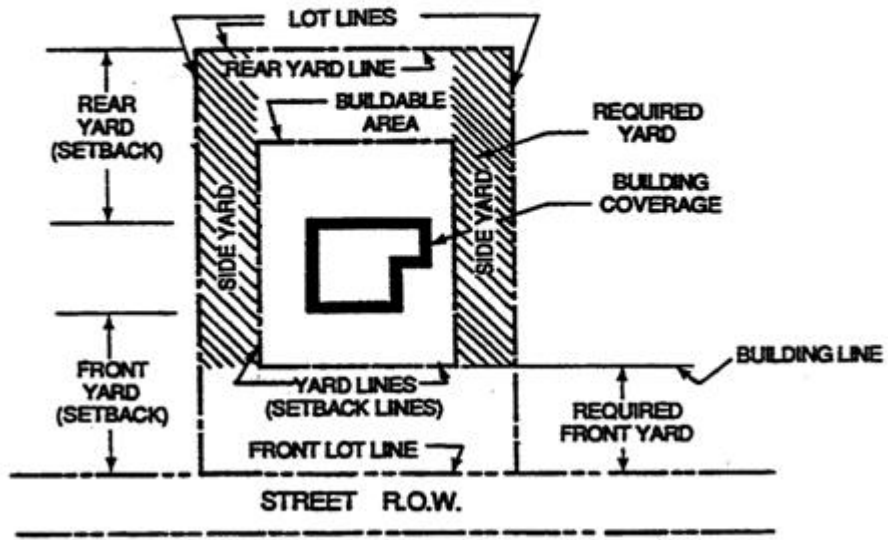
b. In preparing a slope map, those portions of ravines, ridges and terraces of less

area generally sloping at twenty-five (25) percent slope or greater, shall be regarded as part of the bordering twenty-five (25) percent slope or greater band.

D. General Residential Requirements. The following tables sets forth minimum site development standards for residential development projects in the specified residential districts. In addition, projects must comply with

the special development standards enumerated in this section, the performance standards included in Chapter 9.10 and any other applicable city ordinances, policies and standards.

**Figure 9.03.040-1  
Residential Lot Information**



**Figure 9.03.040-2  
Residential Yard Descriptions**

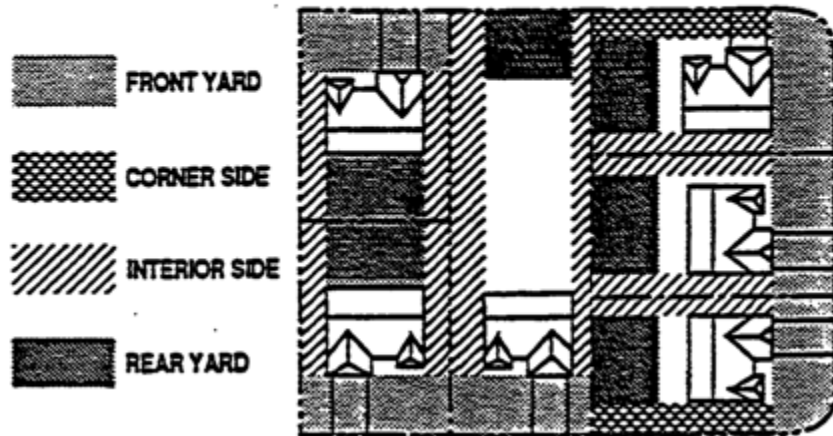


Table 9.03.040-6

## Residential Site Development Standards

### Single-Family Standards

Requirement	R1	R2	RA2	R3	R5	RS10
1. Maximum density (DUs* per net acre)	1	2	2	3	5	10
2. Minimum lot size (sq. ft. net area)	40K**	20K	20K	10K	7,200	4,500
3. Minimum lot width, in feet	150	100	100	90	70	45
Cul-de-sac/knuckle lot frontage	50	50	50	50	50	45
4. Minimum lot depth, in feet	170	120	120	100	100	85
5. Minimum front yard setback	25	25	25	25	20	20
Front-facing garages	Not applicable					10
Buildings other than front-facing garages	Not applicable					10
6. Minimum side yard setback, in feet***						
a. Interior side yard	See Note 1	See Note 1	See Note 1	See Note 1	See Note 2	See Note 3
b. Street side yard	20	20	20	15	15	10
7. Minimum rear yard setback, in feet***	40	35	35	30	15	50
8. Maximum lot coverage	25%	30%	30%	40%	40%	50%
9. Maximum building and structure height, in feet	Two stories not to exceed 35 feet.					
10. Minimum dwelling size (sq. ft.)	1500	1500	1500	1250	1250	1000
11. Minimum distance between buildings, in feet (including main DUs and accessory structures)	20	15	15	10	10	10
12. Floor area ratio						
a. One-story home	.25	.30	.30	.40	.40	.50
b. Multi-story home	.50	.60	.60	.70	.70	.75

\* The term “DUs” means dwelling units.

\*\* The term “K” means thousands.

\*\*\* See Section 9.08.030 regarding accessory structures and room additions.

#### Notes to Residential Site Development Standards Table 9.03.040.6.

1. Combined interior side yard setbacks of twenty (20) feet shall be provided with a minimum of five feet on one side.

2. Combined interior side yard setbacks of fifteen (15) feet shall be provided with a minimum of five feet on one side.

3. In the RS10 district the minimum street side setback shall be ten (10) feet. The interior side setback shall be five feet, except in the case of zero lot line developments with houses placed on an interior side lot line. When a house is placed on an interior side lot line, the other minimum side yard setback shall be ten (10) feet. Where applicable, an easement at least five feet in width shall be provided along the common lot line. The easement shall guarantee the right to use and occupy the easement for a roof overhang(s), stormwater drainage and for building maintenance and repair.

**Table 9.03.040-7**

**Residential Site Development Standards**

**Multifamily Standards**

<b>Requirement</b>	<b>R10</b>	<b>R15</b>	<b>R20</b>	<b>R30</b>
1. Maximum density (DUs*/net acre)	10	15	20	30
2. Minimum lot size (net area in sq. ft.)	1 acre	1 acre	1 acre	1 acre
3. Minimum lot width in feet	200	200	200	200
4. Minimum lot depth in feet	175	175	175	175
5. Minimum front yard setback, in feet	20	25	30	30
6. Minimum side yard setback, in feet				
Interior side yard	10	10	10	10 feet plus 2 feet for every 5 feet in height over 30 feet
Street side yard	20	20	20	20
<b>Requirement</b>	<b>R10</b>	<b>R15</b>	<b>R20</b>	<b>R30</b>
7. Minimum rear yard setback, in ft.	15	20	25	10 feet plus 2 for every 5 feet in height over 30 feet
8. Maximum lot coverage	40%	45%	50%	50%
9. Maximum building and structure height, in feet	50 feet			
10. Minimum dwelling size (sq. ft.)	See Note 1			
11. Minimum distance between buildings, in feet (including main DUs and accessory structures)	20	20	20	20
12. Floor area ratio	.75	.75	.75	1.0

\* The term "DUs" means dwelling units.

**Note to Residential Site Development Standards Table 9.03.040-7.**

1. Minimum dwelling sizes in multiple-family projects shall be as follows:
  - a. One bedroom: four hundred fifty (450) square feet;
  - b. Two bedroom: eight hundred (800) square feet;
  - c. Three bedroom: one thousand (1,000) square feet.

**E. Special Single-Family Residential Development Standards.**

1. In any residential district, front yard setbacks in subdivision developments may be reduced by twenty (20) percent provided the mean of all such setbacks in the development is not less than the minimum required for the district.

2. In the R5 districts, developments of five or more dwelling units shall include front and street side yard landscaping and shall consist predominantly of plant materials, except for necessary walks, drives and fences.

3. In the RS10 district, driveways and fire hydrants shall be designed and located to maximize on-street parking opportunities in front of each residence.

4. Within the RS10 district, small lot single-family subdivisions on less than fifteen (15) gross acres shall provide landscaping and decorative walls along the street side of corner lots and at least two of the following amenities throughout the project:

- a. Front porches;
- b. Automatic garage door openers;
- c. Electronic security systems;

5. Within the RS10 district, small lot single-family subdivisions on fifteen (15) gross acres or more shall include usable common open space encompassing a minimum of ten (10) percent of each development. Usable common open space does not include individually owned lots, parking areas, nor vehicular rights-of-way. Usable common open space is open space and/or recreational amenities under joint (common) ownership, including, but not necessarily limited to, landscaped areas, trails, playgrounds,



tennis courts, swimming pools and recreational buildings. A homeowners' association shall be established to provide continual maintenance of the commonly owned facilities.

6. For all developments within the R5 land use district, a buffer of lots held to the development standards of the R3 land use district shall be included for all portions of a subdivision located adjacent to lower density single-family residential land use districts, including the R1, R2, RA-2, and RR zones.

7. In all residential districts, air conditioners, heating, cooling and ventilating equipment and all other mechanical, lighting or electrical devices shall be operated so that noise levels do not exceed sixty (60) dBA (Ldn) at the property line. Additionally, such equipment, including roof-mounted installation, shall be screened from surrounding properties and streets and shall not be located in the required front yard or street side yard. All equipment shall be installed and operated in accordance with other applicable city ordinances.

F. Special Multiple-Family Residential Development Standards.

1. In the R10, R15, R20 and R30 districts, buildings exceeding one story in height shall maintain a minimum building setback of fifty (50) feet from any single-family district. Any single-story building within the R10, R15, R20 or R30 district shall maintain a minimum setback of twenty (20) feet from any single-family district.

2. In any residential district, front yard setbacks in subdivision developments may be reduced by twenty (20) percent provided the mean of all such setbacks in the development is not less than the minimum required for the district.

3. In all residential districts, air conditioners, heating, cooling and ventilating equipment and all other mechanical, lighting or electrical devices shall be operated so that noise levels do not exceed sixty (60) dBA (Ldn) at the property line. Additionally, such equipment, including roof-mounted installation, shall be screened from surrounding properties and streets and shall not be located in the required front yard or street side yard. All equipment shall be installed and operated in accordance with other applicable city ordinances.

4. In the RS10, R10, R15, R20 and R30 districts, developments of five or more dwelling units shall include front and street side yard landscaping and shall consist predominantly of plant materials, except for necessary walks, drives and fences.

5. In the RS10, R10, R15, R20 and R30 districts, a minimum of thirty-five (35) percent of the net site area, exclusive of private patio and yard areas, shall be landscaped. Turf shall not exceed fifty (50) percent of this area. Required setback areas and outdoor recreation areas may be counted toward this minimum. Landscaping shall consist predominately plant materials to include water efficient native plants, except for necessary walks and fences. Landscape areas shall be designed to promote water retention and allow runoff from impervious surfaces. Hardscape areas are

recommended to be constructed with pervious surfaces where feasible to reduce run off.

6. Where a multiple-family project abuts property in a single-family district, a decorative masonry wall at least six feet in height and screening landscaping within a planter of at least five-foot interior width shall be erected and maintained between such uses and the single-family district. Decorative walls composed of block, brick, stone, stucco-treated masonry or concrete panels are acceptable. The **eCommunity & Economic dDevelopment dDirector** may approve alternative materials, provided that the materials are decorative and comparable to masonry walls or concrete panels in durability and ability to attenuate light and sound.

7. Parking for each use shall comply with the requirements of Chapter 9.11 of this title.

8. In the R30 District, Landscape Trees. One tree per twenty (20) linear feet of building dimension for the portions of building visible from parking lot or ROW and one tree per twenty (20) linear feet of perimeter planter areas.

9. In the R30 district, for a development of three acres or greater, up to sixty (60) percent of the units may be in buildings with three or four stories, fifty (50) feet maximum height subject to planning commission approval.

**Table 9.03.040-8**

<b>Designation</b>	<b>Minimum Density*</b>	<b>Maximum Density</b>
R10	8 units/acre	10 units/acre
R15	12 units/acre	15 units/acre
R20	16 units/acre	20 units/acre
R30	24 units/acre	30 units/acre

\* Eighty (80) percent of allowable density must be achieved by all multiple-family residential developments.

**G. General Multiple-Family Guidelines.**

1. Opposing garages or carports should be turned to avoid the monotony of alley-like parking corridors.

2. Parking areas should be staggered and landscaped to add visual interest, and opportunities for accent treatments.

3. Parking spaces within multifamily areas shall be located within two hundred fifty (250) feet of the dwellings they serve.

4. Multifamily parking lots shall be limited to two double aisles of cars to help reduce expanses of paving. Parking lots shall provide openings in curbs to convey surface drainage into landscape areas for water quality, retention and absorption.
5. Open parking areas should be clustered and treated as landscaped plazas and courts.
6. Landscaping shall be used around the perimeter of the lot, as well as within the lot, reducing paved area and providing for a more pedestrian oriented site.
7. No more than four units for a two-story structure should be served by one entry.
8. Each multiple-family unit shall have at least one hundred and fifty (150) square feet of private open space per downstairs unit and a minimum of one hundred (100) square feet of private open space per upstairs unit. Private open space may consist of a fenced yard area, patio or balcony. Fenced yards and patios shall have a minimum dimension of at least eight feet. Balconies shall be at least five feet deep.
9. Common Open Space at a minimum of three hundred (300) square feet per each residential dwelling in the project is required.
10. Individual units should have a porch or porch-like space at the front door.
11. Trash enclosures shall be located to provide a maximum walking distance of two hundred fifty (250) feet from the units they serve.
12. ~~Trash enclosures shall be designed to be compatible with the project's architecture, perhaps including roofs, treated walls, special doors and enhanced landscaping.~~ Trash enclosures shall include solid roofs and be designed to be compatible with the project's architecture.
13. Trash enclosures shall not be located on dead end drive aisles, unless adequate turnaround is provided for collection vehicles.
14. There shall be at least one double-bin trash enclosure for every forty-eight (48) residential units.
15. Mail boxes should be located at various places on the site and treated to match the building's architecture, avoiding the institutional and monumental "gang box" appearance, while conforming to Post Office guidelines.
16. Drive aisles should be curved and should incorporate landscaping and paving treatments to reduce vehicle speed. Landscaping treatments may include pinched planters and a mix of canopy and vertical trees. Paving treatments may include

interlocking paver bands or etchings across drives. Speed bumps or Botts' dots are not an acceptable alternative.

17. Freestanding structures, like gazebos or pergolas, should be located to define activity areas at pathway intersections or in secluded landscape areas.

18. Drive aisles shall be at least twenty-four (24) feet wide for two-way traffic and shall be at least twenty (20) feet wide for one-way traffic.

19. Buffer setbacks and landscaping shall be provided along all property lines. Buffers may also be appropriate within the complex, separating recreational areas from units and limiting lines of sight between balconies and into parking areas.

20. Multiple-family projects warrant special design considerations, including:

- a. Intimate, shaded outdoor seating areas;
- b. A network of pathways, providing interesting walking experiences;
- c. Gentle slopes for outdoor pathways and ramps to entry doors and between floors;
- d. Convenient and attractive access to transit, including portecocheres, information kiosks, seating areas and water elements;
- e. Security;
- f. Direct ambulance access (senior housing projects);
- g. Parking close to units;
- h. Elevators (senior housing projects).

21. Buildings shall provide for a variety of colors and architectural features to break up the massing of buildings and provide visual interest.

22. Multifamily units shall be clustered to minimize grading and to help maintain the natural landscape.

23. Multifamily projects shall be designed for the needs of the intended residents. For example, children's needs would require open space, tot lots, handrails, and enclosed yards on ground floor units. Disabled or elderly needs would require ramps, parking close to units, minimum and gradual elevation changes and elevators.

24. Architectural features should be used to increase privacy from nearby units and common or public spaces.

25. Roof forms should be mixed and combined to vary the perception of building height, to differentiate units and to add interest to building mass. The long, straight roofline of a single gable is not permitted.

26. A diagram of the complex showing the location of the viewer and the building designations shall be positioned at each visitor entrance of a multiple-family development.

27. Buildings shall provide for a variety of colors and architectural features to break up the massing of buildings and provide visual interest. (Ord. 808 §§ 2.2—2.2.3, 2010; Ord. 797 §§ 2.4, 2.4.2—4, 2009; Ord. 773 § 3, 2008; Ord. 757 §§ 2.7, 2.72, 2008; Ord. 757

§§ 2.7, 2.7.2, 2008; Ord. 726 § 4.3, 2006; Ord. 698 § 3.1(c), 2005; Ord. 694 § 1.1 (part), 2005; Ord. 616 §§ 2.2.1, 2.2.2, 2003; Ord. 604 § 2.3, 2002; Ord. 520 § 1.9, 1997; Ord. 475 § 1.4, (part), 1995; Ord. 468 §§ 1.4, 1.5, 1995; Ord. 461 § 1.1, 1995; Ord. 386 § 1.13, 1993; Ord. 359 (part), 1992)

### 9.08.080 Grading.

Whenever a development approval is given for a project requiring grading, or other preparation of the soil, the city may impose

conditions of the approval of the development relating to grading. Such conditions are considered in issuance of any future grading permit and are complied with in addition to the other provisions of the building code. Such conditions may require, but are not limited to, the following:

A. Lots slope ~~toward, rather than away from the street,~~ to landscape areas or pervious surfaces unless otherwise approved by the City Engineer;

B. An erosion control plan, prepared by a registered civil engineer, is submitted to and approved by the public works department prior to grading plan approval. The plan addresses methods of control (such as desilting basins, checkdams, sandbagging), and interim storm drain construction, if necessary;

C. Dust control measures are identified;

D. Cut and fill slopes are not constructed steeper than two to one (2:1);

E. All cut or fill slopes over three feet in depth are landscaped prior to the issuance of a certificate of occupancy or building final, and as soon as practicable after completion of final grading;

F. Slopes are designed to minimize scaring of the land by terracing, reducing slope gradients, adding topsoil, building retaining walls, special slope planting or other means. Man-made slopes conform to patterns of the natural terrain. "Landforming" is applied to all slopes adjacent to public streets, gateways, and public view areas, as well as to all slopes greater than one hundred (100) feet in length or ten (10) feet in vertical height, and accomplished by the use of variable slope ratios, undulating of tops and toes, screening of terraces and downdrains, varying of surface features, and by landscaping;

G. All dwelling units are located a minimum of ten (10) feet from the tops and toes of all slopes, unless otherwise approved by the public works director and the community development director;

H. Crib walls, or an equivalent, are used to enhance a cut slope's capability to be landscaped and irrigated;

I. Natural features such as trees with four-inch or larger trunk diameters and significant rock outcroppings are protected to the greatest extent feasible in the siting of individual lots and building pads. These features are identified on the grading plan with appropriate protection and relocation notes;

J. The quantity of soil import and export may be limited. Albeit, all excess excavated material is removed or otherwise relocated to become an integral part of the site development;

K. Streets permitting trucks or equipment travel are designated;

L. Hours of operation are limited;

**M. Grading shall only be performed on the portion of the site where the building is located and necessary improvements. (what are “necessary” improvements?)**

M. Such other conditions deemed necessary to protect the public health, safety or welfare while still providing for orderly development of the property in accordance with the provisions of the project approval. (Ord. 694 § 1.1 (part), 2005; Ord. 616 § 2.2.11, 2003; Ord. 359 (part), 1992)

## Chapter 9.11 PARKING, PEDESTRIAN AND LOADING REQUIREMENTS

### 9.11.010 Purpose and intent.

The purpose of this chapter is to ensure the adequate provision of parking, loading and bicycle facilities proportionate to the needs created by the various land uses within the city. In providing adequate parking, loading and bicycle facilities, it is the intent of this chapter to:

- A. Progressively alleviate or prevent on-site and off-site traffic congestion and hazards;
- B. Ensure the maneuverability of emergency and service vehicles;
- C. Provide safe, accessible, convenient, attractive and well-maintained off-street parking areas;
- D. Protect residential neighborhoods from the adverse effects of vehicular noise and traffic by uses in adjacent nonresidential districts; and
- E. Implement general plan circulation and energy conservation policies; and (~~Ord. 359 (part), 1992~~)

F. Integrate water quality practices into parking lot design to improve post-construction water quality and reduce run off quantity conveyed to protect receiving waters.

### 9.11.040 Off-street parking requirements.

A. Automobile Parking Requirements. Off-street automobile parking shall be provided in accordance with the requirements of this chapter. The following tables set forth the ~~minimum~~ required off-street parking requirements and certain notations for various residential, commercial, industrial, public and quasi-public uses. Parking provided above required off-street must be constructed with permeable surfaces and/or enhanced landscaped retention and absorption areas;



**Table 9.11.040A-12**

**Off-Street Parking Requirements**

<b>Use</b>	<b>Minimum Requirement</b>	<b>Covered Parking</b>	<b>Notes</b>
<b>Residential Uses</b>			
Single-family	2/unit	Within an enclosed garage	
Second units	2/unit	Carport or garage	
Duplex	2/unit	Within an enclosed garage	
3 or more units			Guest parking is required for all units at 0.25 spaces/unit. Guest parking is included in the minimum required parking standard.
Studio	1.25/unit	1 covered/unit	
1 bedroom	1.5/unit	1 covered/unit	
2 bedrooms	2.0/unit	1 covered/unit	
3+ bedrooms	2.5/unit	2 covered/unit	
<b>Senior housing</b>			
Studio	1.0/unit	1 covered/unit	Guest parking is required for all units at 0.25 spaces/unit. Guest parking is included in the minimum required parking standard. Alternate parking requirements may be permitted subject to approval of a parking study pursuant to Section 9.11.070(A) of this chapter.
1 bedroom	1.25/unit	1 covered/unit	
2+ bedrooms	1.5/unit	1 covered/unit	
Mobile home parks	2.5/unit		Tandem spaces may be used to meet resident parking requirements.

Use	Minimum Requirement	Covered Parking	Notes
Residential care homes	Parking requirements shall be determined by the community development director subject to an approved parking study.		

**Table 9.11.040B-12  
Off-Street Parking Requirements**

Commercial Uses	Minimum Requirement	Notes
General retail (unless specified elsewhere)	1/225 sq. ft. of gross floor area	
Automobile, boat, mobile home, or trailer sales, retail nurseries, or other similar outdoor commercial activities	1/2,000 sq. ft. of display area	1. Display area shall include all office, service and repair, or other related activities and areas that are accessible to the public. 2. No required off-street parking spaces shall be used for display, sales, service or repair of vehicles.
Automobile service stations, repair and service facilities	2 spaces + 4/service bay for 4 or less bays and 2/service bay for 5 or more bays	Any related retail activities shall be subject to the general retail parking standards (mini-markets, tire sales, and the like)
Automobile washing and waxing establishments:		
Self-serve	2 spaces + 2/washing stall	
Automated	10 + 1 per 2 employees	
Business and professional offices	1/250 sq. ft. of gross floor area	

<b>Commercial Uses</b>	<b>Minimum Requirement</b>	<b>Notes</b>
Banks, savings and loans and medical/dental offices	1/225 sq. ft. of gross floor area	
Day care center	1/employee + 1/500 sq. ft. of gross floor area	Special design requirements shall apply for bus loading or parent drop-off points.
Eating and drinking establishments	1/100 sq. ft. of gross floor area up to 6,000 sq. ft. 1/75 sq. ft. of gross floor area over 6,000 sq. ft.	A minimum of 10 spaces required for stand alone use.
Hotel, motel	1/guest room	
Kennels	2 spaces per 1,000 sq. ft.	2 spaces per 1,000 sq. ft. of indoor animal enclosure.
Mortuaries	1/4 seats + funeral procession queue capacity for 5 cars	
Nail salons	1 space for every 2 work stations	
School, private		
Business and trade	10 spaces + 24/classroom	
College	10 spaces + 30/classroom	
Elementary/junior high	10 spaces + 2/classroom	Special design requirements shall apply for bus loading and parent drop-off points.
Senior high	10 spaces + 10/classroom	
Storage lots and mini-warehouses	1/100 storage spaces and 2/caretaker residence	2 spaces minimum
Medical and health services:		
Convalescent and nursing homes	1/3 beds	
Homeless shelter	1/4 beds	
Hospitals	1/bed	
Residential care facilities	(See Residential Uses, Section 9.11.040 Table 9.11.040A-12)	
Veterinary hospital and clinic	1/200 sq. ft. of gross floor area	

<b>Commercial Uses</b>	<b>Minimum Requirement</b>	<b>Notes</b>
Recreation:		
Arcades	1/75 sq. ft. of gross floor area	
Bowling and billiards	5/alley + 2/billiard table	
Commercial stables	1/5 horse capacity for boarding on-site	
Golf course	6/hole	
Golf driving range	1/tee	
Golf, miniature	3/hole	
Health club	1/100 sq. ft. of gross floor area	
Parks—Public and private	To be determined by the approval authority based upon an approved parking study	
Skating rink	1/100 sq. ft. of gross floor area	
Tennis, handball and racquetball facilities	3/court	
Theaters	1/3 fixed seats	

**Table 9.11.040C-12**

**Off-Street Parking Requirements**

<b>Use</b>	<b>Minimum Requirement</b>	<b>Notes</b>
<b>Industrial Uses</b>		
Manufacturing	1/500 sq. ft. of gross floor area	Trailer parking: parking stalls for trailers shall be provided at a ratio of 1 stall per truck loading dock door. This is in addition to
Research and development	1/350 sq. ft. of gross floor area	

Warehouse and distribution	1/1,000 sq. ft. of gross floor area for the first 20,000 sq. ft.; 1/ea. 2,000 sq. ft. of gross floor area for the second 20,000 sq. ft.; 1/ea. 4,000 sq. ft. of gross floor area for areas in excess of the initial 40,000 sq. ft.	the loading parking stall already provided at the dock door.
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**Table 9.11.040D-12**

**Off-Street Parking Requirements**

Use	<b>Minimum Requirement</b>	Notes
<b>Public and Quasi-Public Uses</b>		
Libraries, museums and galleries	1/300 sq. ft. of gross floor area	
Public utility facilities without an office on-site	2/employee on the largest shift + 1/company vehicle	A minimum of 2 spaces shall be required.
Auditorium, places of public assembly and places of worship	1/3 fixed seats or 1/35 sq. ft. of gross floor area of the assembly area or 1 space for every 4.5 lineal feet of benches/pews, whichever is greater	
Government offices	To be determined by a parking study approved by the community development director	

B. Schedule of Accessible Parking Requirements. The following requirements for accessible parking are intended to be consistent with the state requirements. Any conflicting provisions or future changes in state or federal requirements shall preempt the standards for provision of accessible parking spaces contained in this title.

1. Accessible parking for residential uses shall be provided at a rate of one space for each dwelling unit that is designed for accessibility and occupancy by the disabled, unless an adjustment is allowed, based on a parking study approved by the community development director.

2. Accessible parking for outpatient units and facilities providing medical care and other services for persons with mobility impairments shall be provided at a rate of ten (10) percent of the total number of parking spaces provided serving such outpatient unit or facility. Accessible parking for units and

facilities that specialize in treatment or services for persons with mobility impairments shall be provided at a rate of twenty (20) percent of the total number of parking spaces provided serving each such unit or facility.

3. Accessible parking spaces for other uses shall be provided at the following rates:

<b>Number of Automobile Spaces Provided</b>	<b>Number of Accessible Spaces Provided</b>
1—25	1
26—50	2
51—75	3
76—100	4
101—150	5
151—200	6
201—300	7
301—400	8
401—500	9
501—1,000	2 percent of total spaces
1,001 and over	20 plus 1 for each 100 spaces or fraction thereof over 1,001

4. Each accessible parking space shall be fourteen (14) feet wide, striped to provide a nine-foot wide parking area and a five-foot wide loading area (access aisle) and shall be a minimum of eighteen (18) feet in length. If two accessible spaces are located adjacent to each other, they may share the five-foot wide loading area, resulting in a width of twenty-three (23) feet for the two spaces. One in every eight handicapped spaces, but not less than one, shall be van accessible; served by a loading area not less than eight feet wide. If two van accessible parking spaces are located adjacent to each other, they may share a common eight-foot wide loading area.

5. When less than five parking spaces are provided, at least one shall be fourteen (14) feet wide, striped to provide a nine-foot parking area and a five-foot loading area. Such space shall not be required to be reserved or identified exclusively for use by persons with disabilities.

6. Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.

7. In each parking area, a bumper or curb shall be provided and located to prevent encroachment of cars over the required width of walkways. The space shall be so located that persons with disabilities are not compelled to wheel or walk behind cars other than their own. Pedestrian ways that are accessible to people with disabilities shall be provided from each such parking space to the related facilities, including curb cuts or ramps as needed. Ramps shall not encroach into any parking space, with the exception that ramps located at the front of accessible parking spaces may encroach into the length of such spaces when such encroachment does not limit the capability of a person with a disability to leave or enter their vehicle, thus providing equivalent facilitation. Where the building official determines that compliance with any regulation of this subsection (B)(7) would create an unreasonable hardship, a waiver may be granted when equivalent facilitation is provided.

8. The slope of an accessible parking stall shall be the minimum possible and shall not exceed one-quarter inch per foot (2.083% gradient) in any direction.

9. Notwithstanding the off-street parking requirements of subsection A of this section, the number of parking spaces that are not accessible may be reduced to the extent necessary for modification of an existing facility to comply with the requirements described in this subsection.

10. Where provided, one passenger drop-off and loading zone shall provide an access aisle at least five feet wide and twenty (20) feet long adjacent and parallel to the vehicle pull up space. Such zones shall be located on a surface with a slope not exceeding one vertical in fifty (50) horizontal and shall be located on an accessible route of travel to the entrance of the facility. If there are curbs between the access aisle and the vehicle pull-up space, then a curb ramp shall be provided. Valet parking facilities shall provide a passenger loading zone, as described herein. (Ord. 808 § 2.5.2, 2010; Ord. 694 § 1.1 (part), 2005; Ord. 670 § 3.1 (part), 2004; Ord. 557 §§ 2.2, 2.3, 2000; Ord. 520 § 1.14, 1997; Ord. 475 § 1.4 (part), 1995; Ord. 405 §§ 1.8, 1.13, 1993; Ord. 402 §§ 1.1, 1.2, 1993; Ord. 359 (part), 1992)

### **9.11.060 Off-street bicycle parking requirements.**

#### A. Type of Facilities.

1. Class 1 Facilities. Class 1 bicycle facilities required pursuant to the provisions of this chapter are intended for long-term parking, and shall be protected against theft of the entire bicycle and of its components and accessories.

2. Class 2 Facilities. Class 2 facilities are intended for short-term parking, and shall include a stationary object to which the owner or operator can lock the frame and both wheels with a user-provided lock. The facility shall be designed so as to protect the lock from physical assault.

3. Class 3 Facilities. Class 3 facilities are also intended for short-term parking, and shall include a stationary object to which the user can lock the frame and both wheels with a user-provided six-foot cable (or chain) and lock.

B. Number of Parking Spaces Required. Bicycle parking spaces shall be provided in all commercial, office and industrial districts equal to five percent of the required automobile parking spaces, with a minimum of two bicycle parking stalls required for any one use. Single-family and multiple-family residences, senior housing complexes, mobilehome parks and model home complexes are exempt from this section.

C. Class Requirements. All required bicycle parking spaces shall include a Class 2 or 3 facility, except elementary and junior high schools, which shall include an enclosed Class 1 facility.

#### D. General Requirements.

1. All bicycle spaces shall be located as close as possible to the entrance(s) of the use that they are intended to serve, but situated as not to obstruct primary pedestrian circulation.

2. All bicycle facilities shall be located in highly visible areas to minimize theft and vandalism.

3. All bicycle parking and storage areas shall be surfaced so as to keep the area in a dust-free condition. [Pervious pavement is recommended.](#)

4. A minimum aisle width of five feet shall be provided between and adjacent to rows of bicycle spaces for access and pedestrian pathways.

5. Bicycle parking areas shall be separated from automobile parking areas by a physical barrier of sufficient identification and distance to protect parked bicycles from



damage by cars. (Ord. 670 § 3.1 (part), 2004; Ord. 557 § 2.4, 2000; Ord. 406 § 1.3, 1993; Ord. 359 (part), 1992)

#### **9.11.070 Adjustments to off-street parking requirements.**

Adjustments to off-street parking for uses included in this chapter may be granted if, in the opinion of the **Community & Economic Development Director**, the proposed modification to the required number of parking or loading spaces is warranted. Requests for parking adjustments shall be reviewed and approved by the community development director based on the following requirements:

A. **Parking Studies.** The number of spaces required by this chapter, as noted in Section 9.11.040(A) of this chapter, for provisions of off-street parking and loading spaces may be adjusted by the approval authority if it is demonstrated by a parking study, prepared by a registered traffic engineer or qualified parking study consultant, that the proposed use would have a parking or loading space demand other than the requirements of this chapter.

B. **Shared Parking.**

1. Shared parking is encouraged to avoid the creation of unused parking spaces and their potential harmful effects such as increased construction and maintenance costs, heat and glare, and water run off requiring treatment of pollutants. A reduction in minimum parking requirements for individual uses may be granted by the Community & Economic Development Director where joint use of parking facilities or other factors will mitigate peak parking demand.

2. Requests for parking reductions resulting from joint usage shall be supported by information prepared by a registered traffic engineer. The investigation used to generate the required information shall generally follow the format described below.

Shared parking requests shall be analyzed as follows:

a. Initial project review involves documentation and quantification of proposed land uses and anticipated functional relationships between the parking needs of different land uses. The initial review will also consist of data gathering regarding proximity to transit facilities, general location of parking facilities, surrounding land uses and mix, predicted pedestrian patterns, and similar variables which affect parking needs;

b. Adjustments for peak parking factor includes calculating the number of off-street parking spaces required for each land use within the area proposed for joint parking use based upon the requirements of Section 9.11.040 of this chapter. Other elements to be considered include seasonal adjustment for parking demand and a

determination of the mode of transit used in reaching or departing the area being considered;

c. Analysis of hourly accumulation involves an estimation of hourly parking accumulations for each land use during a typical week day or weekend day; and

d. Estimate of shared parking merges the hourly parking demand estimate to calculate the overall parking required to be provided within the area being considered for shared parking facilities.

3. Up to fifty (50) percent of the parking facilities required by this chapter may be utilized as shared parking facilities subject to the requirements of this section. Except that, a church or an auditorium which is part of a public or private school may adjust the required parking by up to one hundred (100) percent of the parking facilities required by this chapter.

4. In granting parking reductions for shared use of parking facilities, the approval authority shall make one or more of the following findings:

a. The traffic engineering report justifies the requested parking reduction based upon the presence of two or more adjacent land uses which, because of their substantially different operating hours or different peak parking characteristics, will allow joint use of the same parking facilities;

b. The traffic engineering report indicates that there are public transportation facilities and/or pedestrian circulation opportunities which justify the requested reduction of parking facilities;

c. The traffic engineering report finds that the clustering of different land uses is such that a reduced number of parking spaces can serve multiple-trip purposes to the area in question.

5. As a condition of approval to the granting of a reduction in required parking, the city may require the granting of reciprocal access and parking agreements with surrounding properties.

C. Transportation Management Plans.

1. The number of required parking spaces may be decreased by up to twenty (20) percent of the required employee parking subject to the approval of a transportation management plan supplied by the applicant. Such a plan may include, but is not limited to car pooling, van pools, and staggered work hours.

2. In evaluating the request, the approval authority shall consider, among other factors:

- a. Projected effectiveness of car pool, van pool, staggered work hours, or similar transportation management programs;
- b. Proximity to public transportation facilities which could be reasonably expected to serve a significant portion of employees or customers;
- c. Evidence of the likelihood that employees or customers will utilize regular transportation alternatives to individual use of automobiles, including transportation management plans prepared pursuant to South Coast Air Quality Management District Rule XV.

D. Off-Site Parking Facilities. Required parking for a development may be provided off the site in certain instances. Requests for off-site parking facilities shall meet the following requirements:

1. The off-site parking shall be located so that it will adequately serve the use for which it is intended. In making this determination, the approval authority shall consider the following:

- a. Proximity of the off-site parking facilities;
- b. Ease of pedestrian access to the off-site parking facility;
- c. The type of use which the off-site parking is intended to serve, recognizing that such facilities are generally not appropriate for high-turnover uses; and
- d. The need for locating parking facilities off-site, and the resulting urban design benefits of off-site parking, if any.

2. As a condition of granting approval to the development of off-site parking facilities, the applicant and other involved parties shall be required to sign and record a reciprocal parking agreement ensuring the continued availability of the off-street parking facilities for the use they are intended to serve. (Ord. 694 § 1.1 (part), 2005; Ord. 557 § 2.5, 2000; Ord. 475 § 1.4 (part), 1995; Ord. 359 (part), 1992)

#### **9.11.080 Design standards.**

##### **A. General Parking Design Standards.**

1. Parking lot design shall take into consideration the appropriate integration of commercial uses. Parking facilities shall be designed to eliminate obstacles to pedestrian movement, consider spatial relationships between commercial uses and associated parking, and where appropriate, parking design will dictate the types of uses

that may feasibly be established to ensure that adequate parking is available within a reasonable distance to the use it serves.

2. Special plazas, motor courts or turnarounds are encouraged to identify entrance areas.
3. Project access and circulation shall allow for both vehicles and pedestrians by separating autos and foot traffic, by creating pedestrian entrances to projects and by using enhanced paving treatments, bollards or pergolas to identify pedestrian pathways through parking areas and along buildings.
4. Projects shall minimize impacts on adjacent streets by consolidating access points. Access points should be consolidated to take advantage of planned or existing median breaks.
5. The city may require reciprocal parking and access agreements between individual and adjacent commercial parcels.
6. To discourage excessive speeds within parking areas, the maximum length of straight aisles shall not exceed three hundred (300) feet unless otherwise approved by the community development director.
7. Parking rows shall not be longer than one hundred eighty (180) feet, allowing for easier movement within the parking lot and preventing long queues within aisles unless otherwise approved by the community development director.
8. Drive aisles should make a loop around the structures and avoid dead end parking. In the case of straight drive aisles, provide at least ten (10) feet of setback between the last parking stall and the property line.
9. Parking areas shall be screened from streets through a combination of mounded landscaping, low profile walls and/or grading separations.
10. Parking areas shall not be used for loading or unloading.
11. Internal roadways should be designed so that direct access is available to all structures visible from a particular parking area.
12. Parking areas should use sound walls, screen walls and landscaping to minimize auto noise, glare and increased ambient temperature.
13. Landscaping, signs and walls shall be limited to thirty-six (36) inches in height, measured from top of curb within twenty-five (25) feet of any driveway entrance to protect visibility. Any trees located in these areas shall have trunks not exceeding eight inches in diameter and shall have a minimum branching height of six feet.

14. Trash enclosures shall not impair visibility.
15. Auto headlights in parking areas shall be screened so that they do not shine into adjacent properties or public rights-of-way.
16. All illumination of streets, parking areas and other project areas shall provide a variety of light quality and intensity, emphasizing areas of high vehicular and pedestrian activity with increased light intensity.
17. Driveways shall be designed so entering vehicles do not interfere with the existing vehicles. Main driveways shall employ entry medians whenever possible.
18. The first parking stall perpendicular to a driveway or first aisle juncture shall be at least sixty (60) feet back from the property line, providing sufficient queuing for exiting vehicles unless otherwise approved by the city engineer.
19. In commercial developments, parking aisles should be oriented perpendicular to the major tenant's front entrance, to facilitate pedestrian movement.
20. Dead-end parking aisles which exceed eight standard parking stalls in length, and serving greater than sixteen (16) standard stalls for dual lanes, shall provide turnaround facilities (i.e., hammerhead, cul-de-sac, etc.) adequate to accommodate emergency vehicles.
21. Consideration shall be given to service vehicles (i.e., tractor trailers) when designing landscape and hardscape areas.
22. Bicycle and motorcycle parking shall be provided as required by this code.
23. All projects generating vehicular traffic shall participate in the traffic signal mitigation program as adopted by the city of Moreno Valley.
24. Transportation management programs may be requested of projects generating significant vehicular traffic. These programs may include transportation system strategies or transportation demand strategies targeted to reduce the project's impact on roads, air quality, and energy consumption. System strategies deal with physical improvements to the road or facility network, such as street widening, restriping, bus turnout improvements or consolidation of driveways. Demand strategies deal with the behavior of those using the road system and include carpooling, subsidized transit passes, bicycle racks, showers for employee use located within the facility, transit centers, and flexible work shifts.
- 25. Parking lot design shall include openings in curbs to convey water run off into landscape areas for water quality, retention and absorption. Pervious surfaces are recommended where feasible and required for parking areas provided in excess of City requirements.**

B. Dimensions of Parking Spaces.

1. Covered Spaces. Parking spaces within an enclosed garage shall have an unobstructed, clear area dimension of ten (10) feet by twenty (20) feet for each required parking space provided. All other covered spaces shall each be nine feet in width and eighteen (18) feet in depth. The parking area shall be clear of any obstructions and the measurements shall not include the exterior walls or structural supports.

2. Parallel Space. Each parallel parking space shall have a minimum dimension of eight feet wide by twenty-two (22) feet long. However, if a parallel space does not abut another parallel space, and access is adequate to that space, the length may be reduced to twenty (20) feet (see Figure 9.11.080-4).

3. Uncovered Spaces, Full-Size. Each full-size uncovered space shall be nine feet in width and sixteen (16) feet in depth of paved area and two feet of landscaped depth in excess of the adjacent landscape requirement. Spaces may be eighteen (18) feet of paved depth with no additional landscape depth subject to approval by the Planning Official. (The two feet of additional landscape may not be included in the required landscape setback). (see Figure 9.11.080-5).

4. Trailer parking stalls shall have a minimum dimension of fourteen (14) feet wide by fifty (50) feet in depth.

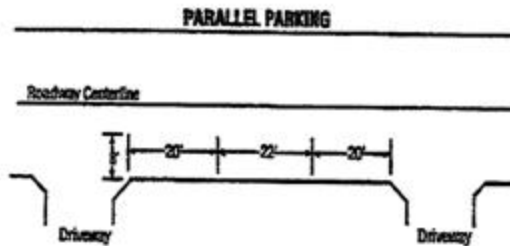


Figure 9.11.080-4

Dimensions of Parallel Parking Spaces



**Figure 9.11.080-5**

**Nonparallel Parking Spaces**

5. Tandem Space. Each tandem space shall be a minimum of nine feet in width and twenty-two (22) feet in depth.
- C. Standard Improvements.
  1. Drainage. **Parking lots shall be designed to drain into landscape planters using openings in curbs and site grading.** All parking facilities, except those serving two or fewer dwelling units, shall be graded and provided with drainage facilities so as to provide for the disposal of water without surface flow over sidewalks within public rights-of-way.
  2. Safety Features.
    - a. Additional requirements and guidelines for parking facility safety, including design, internal layout, acceptable turning radii, pavement slope, vehicular and pedestrian circulation and other design features may be adopted by the city traffic engineer when determined to be appropriate.
    - b. Visibility of and between pedestrians, bicyclists, and motorists shall be assured when entering individual parking spaces, when circulating within a parking facility, and when entering and exiting a parking facility. To the extent possible, the parking facility shall be designed so that primary pedestrian access to and from building entrances is along, rather than across, parking aisles.

c. Parking lots shall be designed to minimize conflicts between vehicles and pedestrians and shall also endeavor to minimize speeding and through traffic.

d. Drive aisles and parking lot drives shall not exceed five percent slope.

e. Streets should intersect others on outside rather than inside horizontal curves.

f. Streets should intersect at as near to a right angle as possible. They should be no more than fifteen (15) degrees skew.

g. Intersections should be offset a minimum of one hundred fifty (150) feet.

h. Deceleration lanes should be a minimum of two hundred ten (210) feet long and ten (10) to twelve (12) feet wide, composed of a minimum sixty (60) foot transition and one hundred fifty (150) foot turn lane.

i. Internal streets and drive lanes should have a minimum radius of two hundred fifty (250) feet (twenty-five (25) mph design speed).

j. Where feasible, bus turnouts and bus stops shall be located on the far side of intersections to reduce conflicts between buses and through traffic.

### 3. Striping and Identification.

a. All automobile parking spaces shall be clearly outlined with white double lines on the surface of the parking facility as shown in Figure 9.11.080-6 (three-inch line – six-inch space – three-inch line for a total of twelve

(12) inches) or as otherwise specified by the building official.

b. Fire lanes, if required, shall be installed to the specifications of the city of Moreno Valley fire chief, including red curbing and posting with signs.

c. Stop signs and painted stop bars shall be installed in parking areas where drive lanes intersect and at egress points to streets or alleys.

d. Within parking facilities, the city traffic engineer may require all aisles, approach lanes and maneuvering areas to be clearly marked with directional arrows on the pavement surface to facilitate vehicular movement. In addition to directional arrows, the city traffic engineer may require installation of signs to ensure safe and efficient vehicular movement.



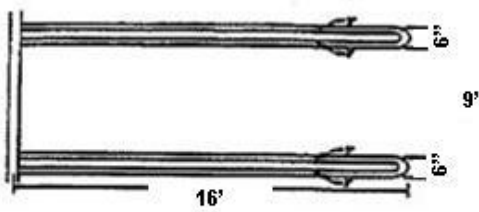


Figure 9.11.080-6A

Figure 9.11.080-6B

Parking Space Striping Requirements

\* Ends of parking stall striping shall be curved or squared off.

D. Accessible Parking Design Standards. The following design standards for accessible parking are intended to be consistent with the state or federal requirements. Any conflicting provisions or future changes in state or federal requirements shall preempt the standards for provision of accessible parking spaces contained in this title:

1. All accessible parking spaces shall be striped and marked according to applicable state regulations.
2. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign, of a construction and material approved by the building official, displaying the international symbol of accessibility. The sign shall have a minimum size of seventy (70) square inches, and shall be centered at the interior end of the parking space at a maximum height of eighty (80) inches from the bottom of the sign to the finished grade of the parking space.
3. At each entrance to a parking facility containing one or more parking spaces for the handicapped, a sign with a minimum size of seventeen (17) inches by twenty-two (22) inches shall be posted, stating clearly and conspicuously in letters with a minimum height of one inch the following:

Unauthorized vehicles parked in designated accessible spaces not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense. Towed vehicles may be reclaimed at \_\_\_\_\_ or by telephoning \_\_\_\_\_.

4. Parking spaces reserved for persons with disabilities shall have, in addition to the requirements of subsections (D)(1), (2) and (3) of this section, a surface identification in blue paint of at least three square feet in size, duplicating the international symbol of accessibility.

5. Each accessible parking space shall be fourteen (14) feet wide, striped to provide a nine-foot wide parking area and a five-foot wide loading area (access aisle) and shall be a minimum eighteen (18) feet in length. If two accessible spaces are located adjacent to each other, they may share the five-foot wide loading area, resulting in a width of twenty-three (23) feet for the two spaces. One in every eight handicapped spaces, but not less than one, shall be van accessible; served by a loading area not less than eight feet wide. If two van accessible parking spaces are located adjacent to each other, they may share a common eight-foot wide loading area.

6. When less than five parking spaces are provided, at least one shall be fourteen (14) feet wide, striped to provide a nine foot parking area and a five foot loading area. Said space shall not be required to be reserved or identified exclusively for use by persons with disabilities.

7. Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.

8. In each parking area, a bumper or curb shall be provided and located to prevent encroachment of cars over the required width of walkways. The space shall be so located that persons with disabilities are not compelled to wheel or walk behind cars other than their own. Pedestrian ways that are accessible to people with disabilities shall be provided from each such parking space to the related facilities, including curb cuts or ramps as needed. Ramps shall not encroach into any parking space, with the exception that ramps located at the front of accessible parking spaces may encroach into the length of such spaces when such encroachment does not limit the capability of a person with a disability to leave or enter their vehicle, thus providing equivalent facilitation. Where the building official determines that compliance with any regulation of this paragraph would create an unreasonable hardship, a waiver may be granted when equivalent facilitation is provided.

9. The slope of an accessible parking stall shall be the minimum possible and shall not exceed one-quarter inch per foot (2.083 percent gradient) in any direction.

10. Notwithstanding the off-street parking requirements of Subsection 9.11.040(A) of this chapter, the number of parking spaces that are not accessible may be reduced to the extent necessary for modification of an existing facility to comply with the requirements described in this subsection.

11. Where provided, one passenger drop-off and loading zone shall provide an access aisle at least five feet wide and twenty (20) feet long adjacent and parallel to the vehicle pull up space. Such zones shall be located on a surface with a slope not exceeding one vertical in fifty (50) horizontal and shall be located on an accessible route of travel to the entrance of the facility. If there are curbs between the access aisle and the vehicle pull-up space, then a curb ramp shall be provided. Valet parking facilities shall provide a passenger loading zone as described herein.

12. All disabled spaces shall be located as close as possible to the entrance(s) of the use they are intended to serve and oriented so that the user of the disabled parking space need not go past the rear of automotive parking

spaces in order to reach the building's main entrance.

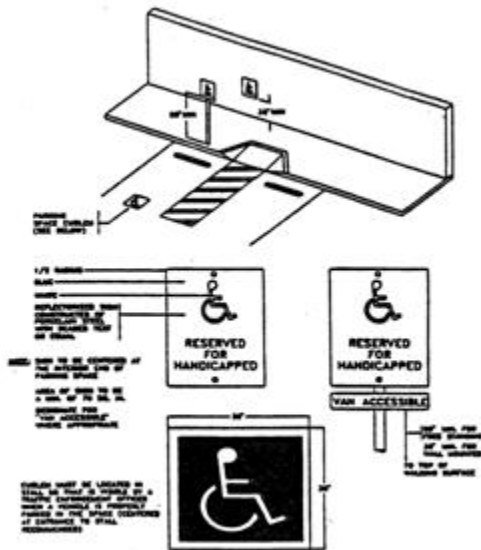


Figure 9.11.080-7

### Accessible Parking Stall Requirement

\* Ramps shall include a curb-cut type design

\* Loading area width: van accessible = 8 feet; all other accessible spaces = 5 feet

E. Surfacing.

1. All permanent automobile and disabled parking spaces, loading and maneuvering areas shall be paved and permanently maintained with asphalt, concrete, or other all-weather surfacing, as approved by the city engineer. **Every effort should be made to use pervious surfaces to reduce water run off. All parking areas in excess of the requirements of the Municipal Code shall use pervious pavement and/or increased landscape water retention and absorption areas.**

2. Temporary parking facilities shall be provided with surfaces which prevent dust, as approved by the city engineer.

F. Location of Parking.

1. All parking spaces required by this chapter shall be provided on the same site as the use requiring the parking spaces, except as authorized in Section 9.11.070, Adjustments to Off-Street Parking Requirements of this chapter.

2. All automobile spaces required for residential uses shall be located a maximum of two hundred fifty (250) feet from the units they are serving. Distances shall be measured from the nearest point of the building to the parking space(s) serving that building.

3. All car pool parking spaces shall be located as close as possible to the entrance(s) of the use they are intended to serve.

G. Landscape and Screening Requirements. Parking lot screening and landscaping shall conform to the requirements of Chapter 9.17 of this title.

H. Access.

1. Parking Access from Streets.

a. Access to parking spaces, other than four or fewer spaces serving a residential use, shall not require backing onto a public or private street or onto a private drive other than a drive designed exclusively to provide access to parking spaces.

b. Commercial developments should orient traffic onto major arterials and not onto local streets or collectors.

c. Projects shall minimize impacts on adjacent streets by consolidating access points. Access points shall be consolidated to take advantage of planned or existing median breaks.

2. Driveway and Aisle Widths and Clearances. For purposes of this section, a driveway shall be defined as an access leading from a public street or right-of-way or a private street to a parking area, or from one parking area to another, but shall not be defined to include any ramp, aisle, or maneuvering area. A ramp is defined as an access driveway from one parking level to another. All driveways and ramps shall comply with the following standards:

a. Driveways and aisles for single-family detached structures shall not be less than sixteen (16) feet in width, and shall be maintained free and clear of all obstructions. Driveways which serve single-family development shall be defined as the paved area leading from a public street or right-of-way or a private street to the designated parking area, and shall not be wider than such designated parking area; and

b. Driveways for single-family attached, multiple-family, and nonresidential uses shall be as shown in Table 9.11.080-13 of this section, except when for health and safety purposes wider dimensions are required for emergency vehicle access.

**Table 9.11.080-13  
Driveway and Aisle Dimensions for Single-Family Attached, Multiple-Family, and Nonresidential Uses**

Width, excluding flares or curb radius	
Minimum (one-way)	20 feet
Minimum (two-way)	24 feet
Maximum	36 feet
Right Turn Radius <sup>1</sup>	
Minimum	15 feet
Maximum	50 feet
Minimum Spacing <sup>2</sup>	
From side property line	10 feet
From street corner	25 feet
Angle <sup>3</sup>	75°

<sup>1</sup> On side of driveway exposed to entry or exit by right-turning vehicle to driveways with curb radius.

<sup>2</sup> Measured along the street side property line from throat to the side property line, or to a line passing through the intersection.

<sup>3</sup> Minimum acute angle measured from the edge of pavement.

3. The following criteria and dimensions may be modified by the City Engineer:

**Table 9.11.080-14**

<b>Street Classification</b>	<b>Distance from a Driveway to an Intersection</b>	<b>Spacing Between Adjacent Driveways</b>
Expressway 134' ROW	Restricted* **	1/2 mile
Divided Major/Modified Major	Limited access* **	Limited access
Divided Arterial 134' ROW/120' ROW	Minimum 450 feet	Minimum 450 feet One driveway per parcel
Divided Arterial 110' ROW	Limited Access* ** Minimum 350 feet	Minimum 250 feet
Arterial/Minor Arterial/ Industrial Collector 100'/88'/78' ROW	Limited access* ** Minimum 250 feet	Minimum 150 feet
	Full Access 350 feet	
Collector/66' ROW	Minimum 200 feet* ***	Minimum 100 feet or one driveway per parcel
Local Street	Minimum 100 feet* ***	Minimum 100 feet or one driveway per parcel

\* Access may be limited to the minimum movements necessary to safely expedite traffic.

\*\* Access may be restricted by medians.

\*\*\* For residential development.

4. Ramps.

a. One-way ramps shall have a minimum width of fourteen (14) feet, unless a larger dimension is required for emergency vehicle access.

b. Two-way ramps shall have a minimum width of twenty (20) feet.

5. Gated Entries. Requests for gated entries shall be submitted to the city traffic engineer and shall be subject to review and approval by the city traffic engineer and planning official, based on an analysis of the following issues:

a. Type and operation of gate;

b. Adequacy of vehicle stacking area;

c. Effect of gated entry on parking usage and distribution on the site;

d. Effect of gated entry on parking for surrounding or adjacent areas;

e. Emergency vehicle access. (Ord. 808 § 2.5.3, 2010; Ord. 694 § 1.1 (part), 2005; Ord. 643 § 2.6, 2003; Ord. 616 § 2.2.22, 2003; Ord. 604 §§ 2.15—2.18, 2002; Ord. 557 § 2.6, 2000; Ord. 475 § 1.4 (part), 1995; Ord. 406 § 1.4, 1993; Ord. 405 §§ 1.14, 1.15, 1993; Ord. 402 §§ 1.3, 1.4, 1993; Ord. 359 (part), 1992)

#### **9.11.100 Circulation—Pedestrian.**

A. Pedestrian walkways shall be provided to reduce pedestrian/vehicle conflicts. Decorative paving and bollards can help provide safety and separation. [The use of pervious paving surfaces is recommended where feasible.](#)

B. Pedestrian walkways shall be connected with public sidewalks, connecting buildings and activity areas within centers. Pedestrian walkways shall be provided to connect adjacent properties when appropriate.

C. Pedestrian walks through open spaces and accessways to buildings should be used to shorten walking distances.

D. Pedestrian walkways, corridors, plazas and other similar areas shall be highly visible and well lit.

E. Amenities including, but not limited to, enhanced paving, street furniture and raised planters should be provided to enhance the pedestrian experience.

F. Handicapped ramps shall be incorporated into all curb and sidewalk designs and shall meet the standards set forth in Title 24 of the California Access Code. (Ord. 808 § 2.5.4, 2010)



#### **9.16.010 Introduction and scope of guidelines.**

A. ~~The city of Moreno Valley design guidelines are intended to promote quality site planning and architecture without restricting innovation or creativity. These guidelines represent the Community Development Director's, the planning commission's and the city council's policy with respect to the quality of design expected for all projects within the city. However, it is recognized that each project represents a unique development opportunity which is intended to be enhanced by the guidelines, not stymied by them. Compatibility with surrounding development is emphasized to achieve a unified and sensitive appearance, but variety and distinctiveness in design and architectural styles are encouraged.~~

**A. The city of Moreno Valley design guidelines are intended to promote quality site planning and architecture without restricting innovation or creativity. These guidelines provide the City's policy with respect to the quality of design expected for all projects. However, it is recognized that each project represents a unique development opportunity which is intended to be enhanced by the guidelines, not stymied by them. Compatibility with surrounding development is emphasized to achieve a unified and sensitive appearance, but variety and distinctiveness in design and architectural styles are encouraged.**

B. The design guidelines reflect the Moreno Valley general plan design policies and objectives, functioning as a tool for the general public, project developers, city staff and reviewing boards and commissions.

C. These guidelines will help apply the city's design standards to new development and to remodels, upgrading design citywide and implementing the general plan's policies.

D. Several design philosophies prevail throughout the guidelines. These include compatibility, sensitivity, human scale, variety, function and aesthetics. When combined and tailored for specific uses, these philosophies should yield high quality products that are consistent with the general plan's intent, practical and pleasing to the eye. (Ord. 694 § 1.1 (part), 2005; Ord. 475 § 1.4 (part), 1995; Ord. 426 § 3.1 (part), 1994; Ord. 359 (Attach. 2 (part)), 1992)

#### **Article III Applications for Site Design and Architecture**

#### **9.16.110 Objectives, generally.**

A. Project design and layout shape the overall character of a project and how that project fits into its surroundings. New development should harmonize with the character of the adjacent area, implementing the general plan's design policies.

B. The Moreno Valley general plan stresses variety in building design and compatibility with surrounding and planned land uses. Architectural treatment can address both, providing varied and sensitive building massing, consistent detailing and compatible building materials and styles. The following guidelines should help to achieve the level of quality, variety and compatibility of architectural design that the general plan requires.

C. Site design and architectural guidelines have several objectives; among these are:

1. Orienting buildings, parking and public spaces to enhance the streetscape, to add variety and to provide for pedestrian spaces and circulation;

2. Translating design principles into architecture and site planning applications;

3. Awakening an interest in urban design and form for Moreno Valley by requiring projects to be reviewed in their context;

4. Reminding project developers of design considerations not usually covered by zoning development standards or design review;

5. Using site planning techniques and architecture to provide for human scale;

6. Providing for conservation of natural resources through building orientation, site amenities and architectural treatment, including water quality features integrated into the site design such as water retention and absorption areas and the use of pervious surfaces to reduce water run off;

7. Working in concert with the city's landscape requirements, ~~guidelines as adopted by Ordinance No. 247.~~

D. Site design and architecture guidelines are separated into five categories:

1. General;

2. Single-family residential;

3. Multifamily residential;

4. Commercial (retail, office and mixed use);

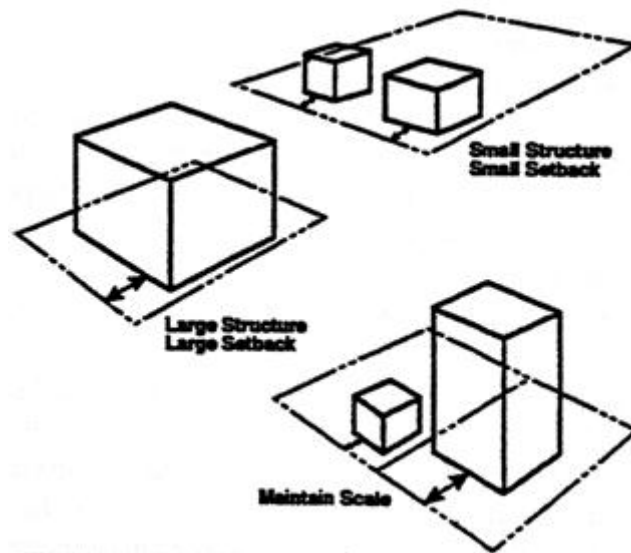
5. Industrial. (Ord. 359 (Attach. 2 (part)), 1992)

**9.16.120 General guidelines.**

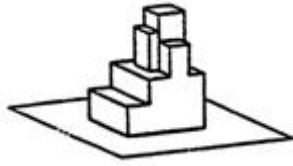
- A. General guidelines apply to all uses and projects citywide.
  1. The setback from streets and adjacent properties should relate to the scale of the proposed structure. Larger structures require more setback area for a balance of scale and compatibility with adjacent uses.
  2. Tall buildings should be made less imposing by stepping upper floors back from the first floor facade plane.
  3. Gateway treatments range in scale, identifying an entrance to the city, subcommunity, development project or a single building. Gateways, including enriched paving, raised medians, signs and other features as appropriate, create a sense of entry and should be included in all developments.
  4. New developments should respect the view of existing developments. Large developments should maintain view corridors which are oriented toward an existing or proposed amenity such as a park, open space or natural feature.
  5. Trash enclosures, loading areas, mechanical equipment and outdoor storage areas shall be screened from public view. Enclosures shall be compatible with the project architecture and shall not detract from the overall design theme.
  6. New residential flag lots shall be permitted only in hillside subdivisions and only when no other alternatives are available.
  7. Natural drainage courses should be retained in their natural state.
  8. Building mass and scale should be in proper proportion to the site, open spaces, street location and surrounding developments.
  9. All exterior wall elevations of buildings and screen walls shall have architectural treatments enhancing the building appearance. Uniform materials and consistent style should be evident in all exterior elevations of a building. Secondary materials should be used to highlight building features and to provide visual interest.
  10. Building massing should be varied to provide interesting form, proportion and scale. Monolithic forms are discouraged; massing variety should be three dimensional.

11. Building design and siting should be compatible with surrounding land uses and with the climate and physical setting of Southern California.
12. Building architecture should be compatible with surrounding existing or planned architectural character. Within commercial centers, materials, textures, colors and architectural detailing shall be compatible with the center's specified design theme.
13. Shadow patterns created by architectural elements such as overhangs, projections and recesses of stories, balconies, reveals and awnings are encouraged, adding to building interest and aiding in climate control.
14. Multi-story buildings should be detailed to reduce their vertical appearance as much as possible. This can be done by articulating the separate floor levels with horizontal bands, by increasing the level of detail on lower floors, by progressively lessening building mass on upper floors and by using heavier materials on lower floor facades.
15. Building entries should be articulated through massing treatment and should incorporate detailed design elements.
16. Roofs should be designed to be attractive when viewed from adjacent buildings or roadways. Roof-mounted equipment shall be concealed from public view. **Roof drains shall be integrated into the building design and convey water to landscape areas for aesthetics and water quality.**
17. Base walls and other large expanses should be light colored. Soft tones ranging from white to very light pastels are encouraged. Natural light colors, such as off-whites, beige and sand, are also acceptable.
18. Building accent elements, like doors, window framing, chimneys, trim, railing, awnings and light fixtures, should contrast with the main building color, producing added interest and a lively streetscape. Care should be taken not to use too many bright colors or too many different types of details to avoid an overwhelming or cluttered building.
19. The use of simple color schemes using no more than three colors is recommended.
20. All paint products, awning fabric or other color elements should be durable and fade resistant and shall be recommended by the manufacturer for the proposed use and location.
21. The use of bright colors such as fluorescent, hot or "day glo" colors is strongly discouraged.
22. Using building materials in their natural state is strongly recommended.

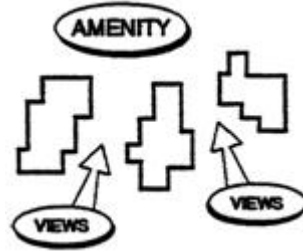
23. Bricks should be left unpainted.
24. Colors should be used to express identity and individuality within a cohesive and attractive framework.
25. To facilitate compatibility in massing and scale, two-story buildings adjacent to one-story buildings should contain a one-story element or intermediate roof treatment or have an appropriate setback from the one-story building. (Ord. 604 § 2.21, 2002; Ord. 456 §§ 1.1, 1.2, 1995; Ord. 359 (Attach. 2 (part)), 1992)



**Setbacks in Scale with Building Bulk**



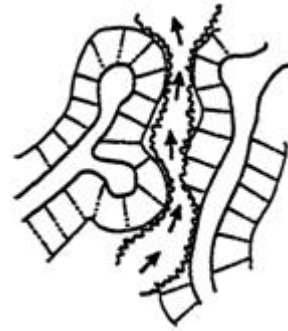
**Taller Buildings  
Stepping Back from Street**



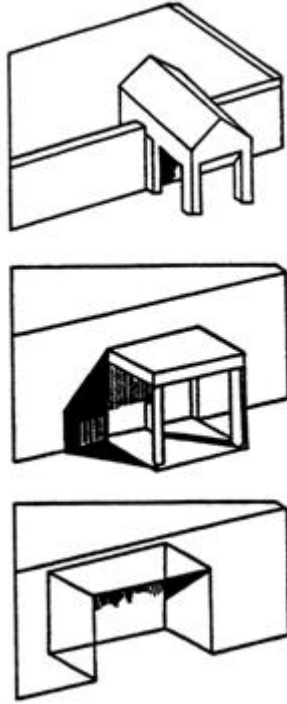
**Preserve New Corridors**



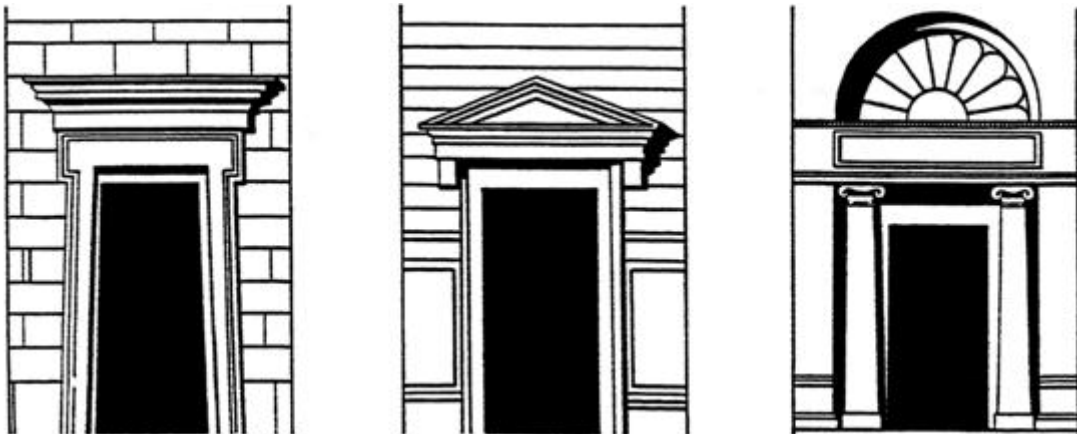
**Discourage Flag Lots**



**Drainage Course Retained  
in Natural State**



**Articulated Building Entries**



**Detailed Design Elements for Building Entries**

**9.16.130 Single-family residential.**

A. These guidelines deal with single-family residential (R1, R2, RA-2, R3, R5) areas as well as areas designated hillside residential (HR) and rural residential (RR). They strive to improve the quality of life for single-family housing residents, to ensure attractive single-family neighborhoods and to offer solutions to recurring design problems.

1. R1: provides for and protects the rural lifestyle by having large residential lots and the keeping of large animals.

2. R2: provides for suburban lifestyles on residential lots larger than commonly available in suburban subdivisions, and to allow residential developments in a rural atmosphere.

3. RA-2: provides for suburban lifestyles on residential lots larger than commonly available in suburban subdivision, and for the keeping of animals that have historically characterized these areas.

4. R3: provides for a transition between rural and urban density development areas and provides for suburban lifestyle on residential lots larger than those commonly found in suburban subdivisions.

5. R5: provides for single-family detached housing on common-sized suburban lots.

6. Hillside residential (HR): balances the preservation of hillside areas with the development of view-oriented residential uses. These include large lot residential, and single-family residential on lots larger than twenty thousand (20,000) square feet.

7. Rural residential (RR): provides for the protection of the rural lifestyles, as well as protects natural resources and hillsides in the rural portions of the city. Within the rural residential area large residential lots are appropriate and the keeping of large animals shall be permitted.

Table 9.16.130A

<b>Designation</b>	<b>Maximum Density</b>
Hillside Residential	Depends on slope
Rural Residential	Depends on slope
R1	1 unit/acre



<b>Designation</b>	<b>Maximum Density</b>
R2	2 units/acre
RA-2	2 units/acre
R3	3 units/acre
R5	5 units/acre”

B. General Guidelines.

1. A combination of a wall and bermed landscaping shall be provided adjacent to the rear or side yards of lots at neighborhood entries.
2. Residential units should be provided with a minimum five feet variation in their front and side yard setbacks along the streetscape.
3. Residential units shall be articulated and detailed to provide visual interest and scale by using a minimum of three of the following design elements.
  - a. Provide projecting and/or recessed entries and windows.
  - b. Include projecting or recessed balconies.
  - c. Front porch with a minimum depth of five feet.
  - d. Dormer windows.
  - e. Minimum eighteen (18”) inch roof overhangs with detailed rafter tails.
  - f. Offset building planes a minimum of two feet.
  - g. Stepping back a portion of the second story.
  - h. Use of different building materials with varying textures and colors.
4. All units shall be designed with four sided architecture using the details from the front elevation.
5. Increased setbacks shall be provided on lots that are sited at corners or have rear yards bordering an arterial roadway.
6. Home builders shall consider the after-market construction of patio covers; room additions or second-floor balconies by providing ample rear yard setbacks.

Rear yards shall be designed with minimum of 15 feet of flat areas adjacent to the structure.

7. Residential projects should maximize the feeling of openness by curving streets, varying front and side yard setbacks and, if possible, orienting roads to open space areas and views.

8. Small lot single-family subdivisions should utilize innovative design techniques to provide more usable and private exterior area.

9. Residential mechanical equipment, including but not limited to air-conditioning units, shall be screened with walls and landscaping from surrounding properties and streets and shall not be located in the required front yard or street side yard.

10. Storage of recreational vehicles, boats and campers should be provided for residents by either an enlarged side yard setback to allow access to the rear yard or an off-site storage area, both of which are to be out of public view. Residential units should be designed with the larger side yard, a minimum of ten (10) feet, on the garage side of the structure for storage/yard access. **Pervious surfaces are required for such areas within required setbacks.**

11. Driveways shall be placed to maximize off-street parking opportunities and still maintain minimum landscape requirements. **Pervious surfaces are recommended where feasible.**

12. Mailboxes, if required to be clustered, shall be designed to be compatible with surrounding homes, while conforming to Post Office guidelines.

13. Property lines shall be located on the tops of slopes.

14. Natural topographic variations should be retained to divide residential developments into distinct neighborhood areas.

15. Within individual residential projects, a variety of floor plans and elevations should be offered as follows:

Table 9.16.130B

<b>Number of Units</b>	<b>Minimum # of Footprints*</b>	<b>Minimum # of Elevations/ Footprints</b>
5-9	1	2
10-24	2	3
25-49	3	3

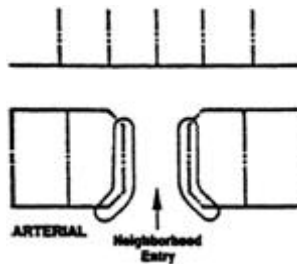
<b>Number of Units</b>	<b>Minimum # of Footprints*</b>	<b>Minimum # of Elevations/ Footprints</b>
50 plus	Add one additional footprint for every 50 units over 50	4

Each floor plan shall not be repeated more than each fourth house. Please note that adding or deleting false shutters or similar types of minimal elevation changes will not suffice as one of the required distinct elevations.

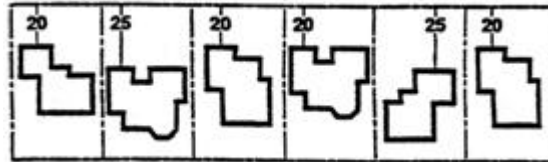
16. To minimize visual impact, corner residential units shall be single story or if two story, shall incorporate single story elements into the design. The short and low side of the unit should be sited toward the street corner.

17. Automatic garage door openers shall be required to be installed in houses with less than a twenty-foot front setback. Garage doors with windows shall be required for three or more car garages or other architecturally enhanced garage doors or as approved by the Community Development Director.

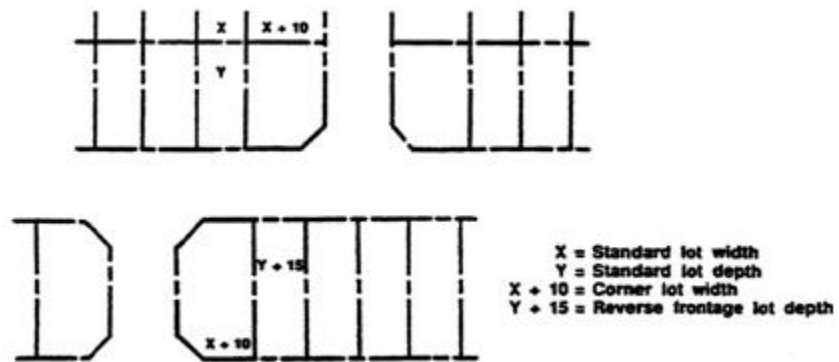
18. Fence and wall materials should be durable and architecturally compatible with the neighborhood appearance. Walls and fences constructed of slump stone, stucco-coated block or wrought iron are encouraged. Fences and walls constructed of nondurable materials, including but not limited to plywood and chicken wire are prohibited. A front yard fence or wall shall be erected in a manner that does not obscure visibility through the fence or wall. (MC 9.08.070)



**Landscape Treatment Areas at Neighborhood Entries**



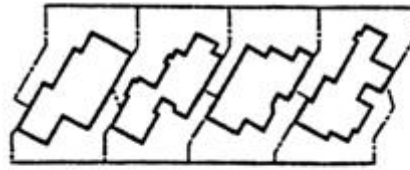
**Vary Setbacks by at Least Five Feet**



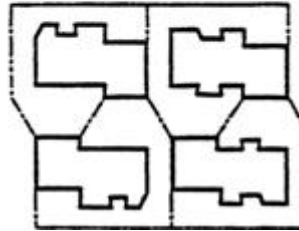
**Corner Lots and Reserve Frontage Lots Should Be Larger than Standard Lots**



**Use Curvilinear Elements and  
Orient Roads to Open Space and Views**

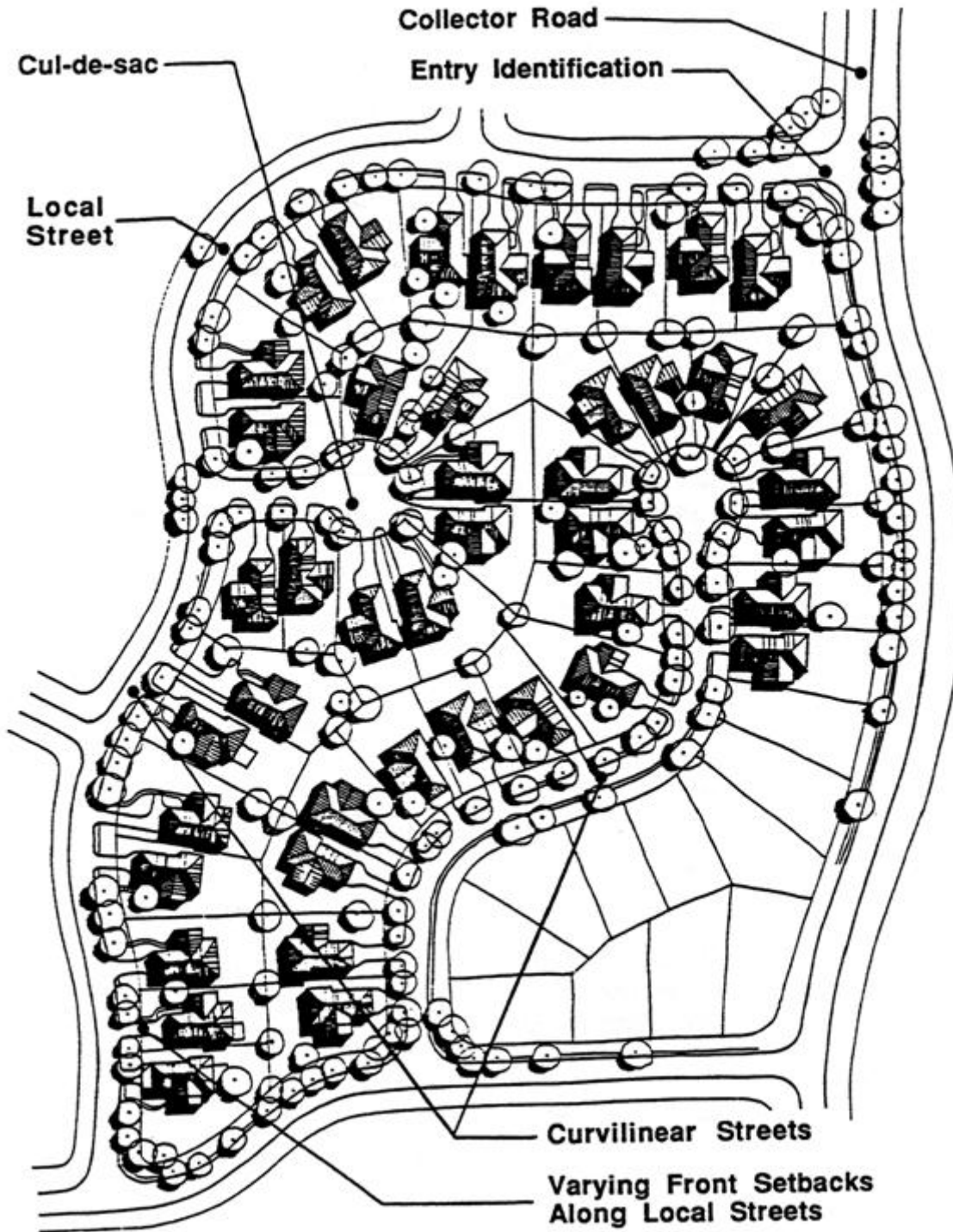


**Typical  
"Z-LOT"  
Design**



**Typical  
"Zipper Lot"  
Design**

**Innovative Subdivision Design**



9.16.140 Multifamily residential.

~~\_\_\_\_\_ A. \_\_\_\_\_ These guidelines deal with multifamily residential (R10, R15 and R20) areas as found in the general plan.~~

~~\_\_\_\_\_ 1. \_\_\_\_\_ Residential 10: provides for a variety of residential products and encourages innovation in housing types. Single-family detached residential, single-family attached residential, multiple-family attached residential, and mobile homes may be appropriate subject to applicable general plan policies and Moreno Valley ordinance provisions.~~

~~\_\_\_\_\_ 2. \_\_\_\_\_ Residential 15: broadens the range of available housing types, and provides housing for those not desiring dwellings on individual parcels. Single-family attached residential may be appropriate.~~

~~\_\_\_\_\_ 3. \_\_\_\_\_ Residential 20: provides housing in a more urban setting than found in other areas of the city and provides opportunities for low and moderate income housing.~~

**Table 9.16.140A**

<b>Designation</b>	<b>Maximum Density</b>	<b>Threshold Density</b>
R10	10 units/acre	8 units/acre
R15	15 units/acre	12 units/acre
R20	20 units/acre	16 units/acre

~~\_\_\_\_\_ B. \_\_\_\_\_ General Guidelines.~~

~~\_\_\_\_\_ 1. \_\_\_\_\_ Tuck-under parking and/or opposing garages or carports should be turned to avoid the monotony of alley-like parking corridors.~~

~~\_\_\_\_\_ 2. \_\_\_\_\_ Parking areas should be staggered and landscaped to add visual interest, individuality, rhythm and opportunities for accent treatments.~~

~~\_\_\_\_\_ 3. \_\_\_\_\_ Parking spaces within multifamily areas shall be located within two hundred fifty (250) feet of the dwellings they serve.~~

~~\_\_\_\_\_ 4. \_\_\_\_\_ Multifamily parking lots shall be limited to two double aisles of cars to help reduce expanses of paving.~~

~~\_\_\_\_\_ 5. \_\_\_\_\_ Open parking areas should be clustered and treated as landscaped plazas and courts.~~

- ~~6. Landscaping shall be used around the perimeter of the lot, as well as within the lot, reducing paved area and providing for a more pedestrian-oriented site.~~
- ~~7. No more than four units for a two-story structure should be served by one entry.~~
- ~~8. Ground-floor dwellings should have a front and back entry, one of which is the main entry for the use of guests and is oriented to their arrival points.~~
- ~~9. Each multiple-family unit should have at least one hundred (100) square feet of private open space which may consist of a fenced yard area, patio or balcony. Fenced yards and patios shall have a minimum dimension of at least eight feet. Balconies shall be at least five feet deep.~~
- ~~10. Individual units should have a porch or porch-like space at the front door.~~
- ~~11. Areas for the storage of R.V.'s, boats, and campers shall be contained within multifamily projects and shall be heavily landscaped to protect views from other developments in the community.~~
- ~~12. One covered parking space shall be provided for every bedroom with no more than two covered parking spaces required per unit. The guest parking spaces do not need to be covered.~~
- ~~13. Trash enclosures shall be located to provide a maximum walking distance of two hundred fifty (250) feet from the units they serve.~~
- ~~14. Trash enclosures shall be designed to be compatible with the project's architecture, perhaps including roofs, treated walls, special doors, enhanced landscaping or enhanced paving.~~
- ~~15. Trash enclosures shall not be located on dead-end drive aisles, unless adequate turnaround is provided for collection vehicles.~~
- ~~16. There should be at least one trash enclosure for every twenty four (24) residential units.~~
- ~~17. Mail boxes should be located at various places on the site and treated to match the building's architecture, avoiding the institutional and monumental "gang box" appearance, while conforming to Post Office guidelines.~~
- ~~18. Drive aisles should be curved and should incorporate landscaping and paving treatments to reduce vehicle speed. Landscaping treatments may include pinched planters and a mix of canopy and vertical trees. Paving treatments may include interlocking paver bands or etchings across drives. Speed bumps or botts dots are not an acceptable alternative.~~



- ~~19. Freestanding structures, like gazebos or pergolas, should be located to define activity nodes at pathway intersections or in secluded landscape areas.~~
- ~~20. Drive aisles with no adjacent parking shall be at least twenty-four (24) feet wide for two-way traffic and shall be at least twenty (20) feet wide for one-way traffic.~~
- ~~21. Buffer setbacks and landscaping shall be provided along all property lines. Buffers may also be appropriate within the complex, separating recreational areas from units and limiting lines of sight between balconies and into parking areas.~~
- ~~22. Senior housing needs warrant special design considerations, including:~~
- ~~a. Intimate, shaded outdoor seating areas;~~
  - ~~b. A network of pathways, providing interesting walking experiences;~~
  - ~~c. Gentle slopes for outdoor pathways and ramps to entry doors and between floors;~~
  - ~~d. Convenient and attractive access to transit, including portecocheres, information kiosks, seating areas and water elements;~~
  - ~~e. Security;~~
  - ~~f. Direct ambulance access;~~
  - ~~g. Parking close to units;~~
  - ~~h. Elevators.~~
- ~~23. Individual dwelling units should be distinguishable from one another and have separate entrances.~~
- ~~24. Multifamily units shall be clustered to minimize grading and to help maintain the natural landscape.~~
- ~~25. Stacked flat condominium arrangements shall be discouraged, while townhouse styles shall be encouraged.~~
- ~~26. When appropriate, multifamily projects shall be designed for the needs of families with small children, the disabled and the elderly. For example, children's needs would require open space, tot lots, handrails, and enclosed yards on ground floor units. Disabled or elderly needs would require ramps, parking close to units, minimum and gradual elevation changes and elevators.~~

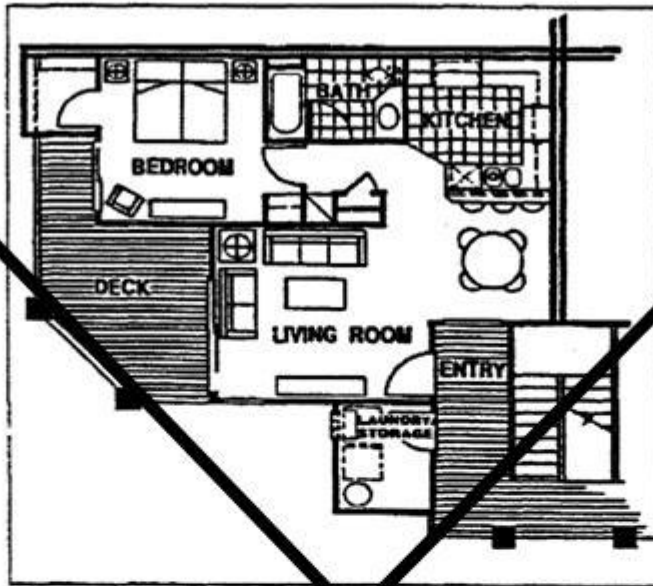
~~27. Architectural features should be used to increase privacy from nearby units and common or public spaces.~~

~~28. Roof forms should be mixed and combined to vary the perception of building height, to differentiate units and to add interest to building mass. The long, straight roofline of a single gable shall be discouraged.~~

~~29. A diagram of the complex showing the location of the viewer and the building designations shall be positioned at each entrance of a multiple family development. (Ord. 670 § 3.1 (part), 2004; Ord. 359 (Attach. 2 (part)), 1992)~~

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Apartment Unit With Patio-style Entry and Large Balcony



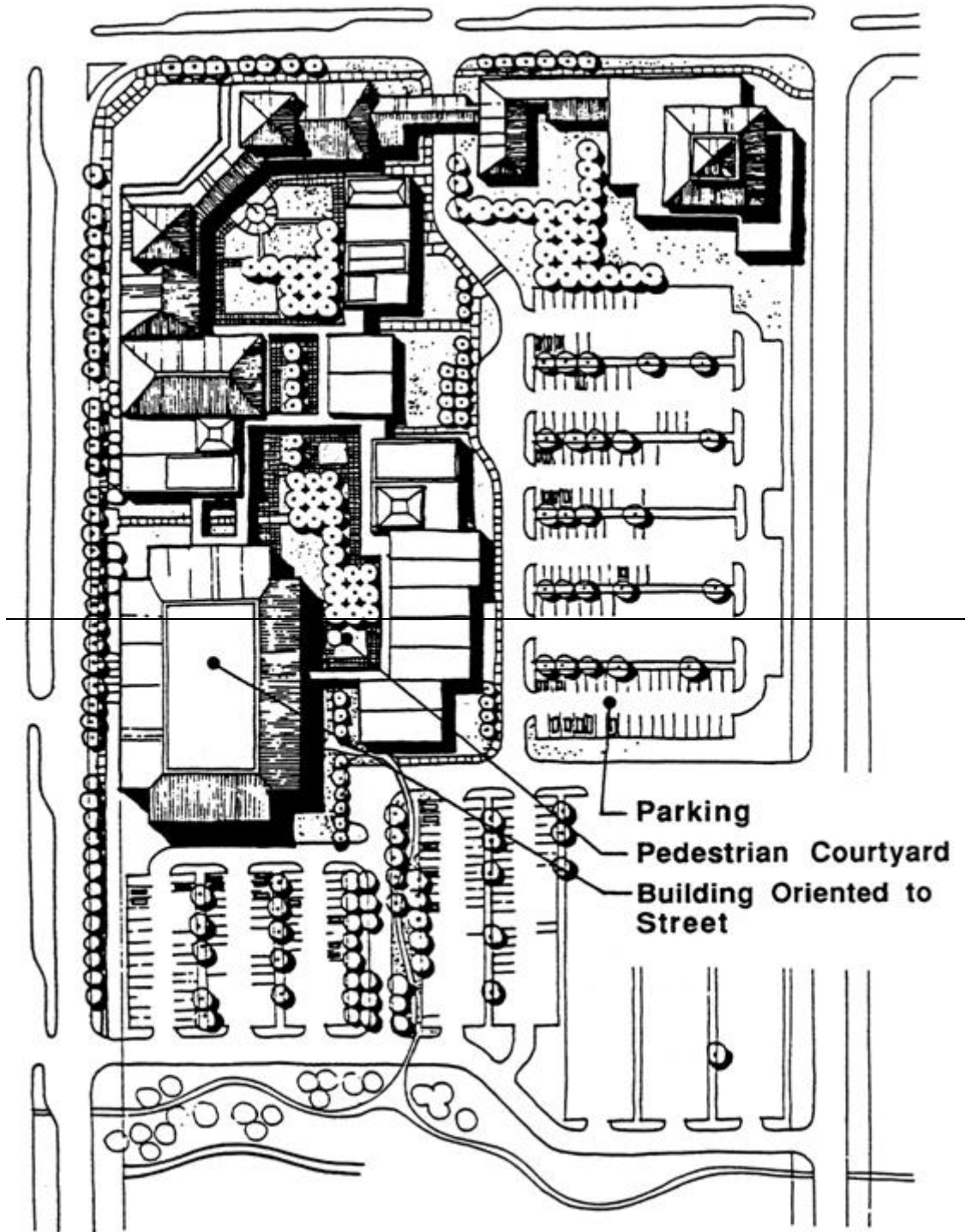
Architecturally Treated  
Trash Enclosure



Architecturally Treated  
Mailbox Kiosk



Freestanding Pergola



**Commercial Center with Focal Points, Courtyards and Street Orientation**

### **9.16.150 Commercial (retail, office, mixed use).**

A. Commercial design guidelines address the various types and intensities of commercial uses allowed for in the general plan. They include neighborhood commercial, community commercial, tourist recreational commercial, village commercial, office commercial and office.

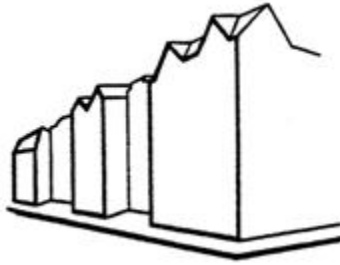
1. Neighborhood Commercial: provides for the daily shopping needs of area residents with a wide range of common retail and personal service needs.
2. Community Commercial: more intense than neighborhood commercial, provides for the general shopping needs of area residents and workers with a wide variety of retail and personal services.
3. Tourist Recreational Commercial: provides those commercial support activities that are necessary or incidental to recreation uses while meeting the personal service needs of both tourists and city residents alike.
4. Village Commercial: provides for office-related and commercial development within the Moreno townsite. It is the further intent of this designation to promote development which recognizes the historic significance of the site and projects a “turn-of-the-century” architectural atmosphere, yet provides limited retail commercial services that are compatible with the surrounding residential community.

#### **B. General Guidelines.**

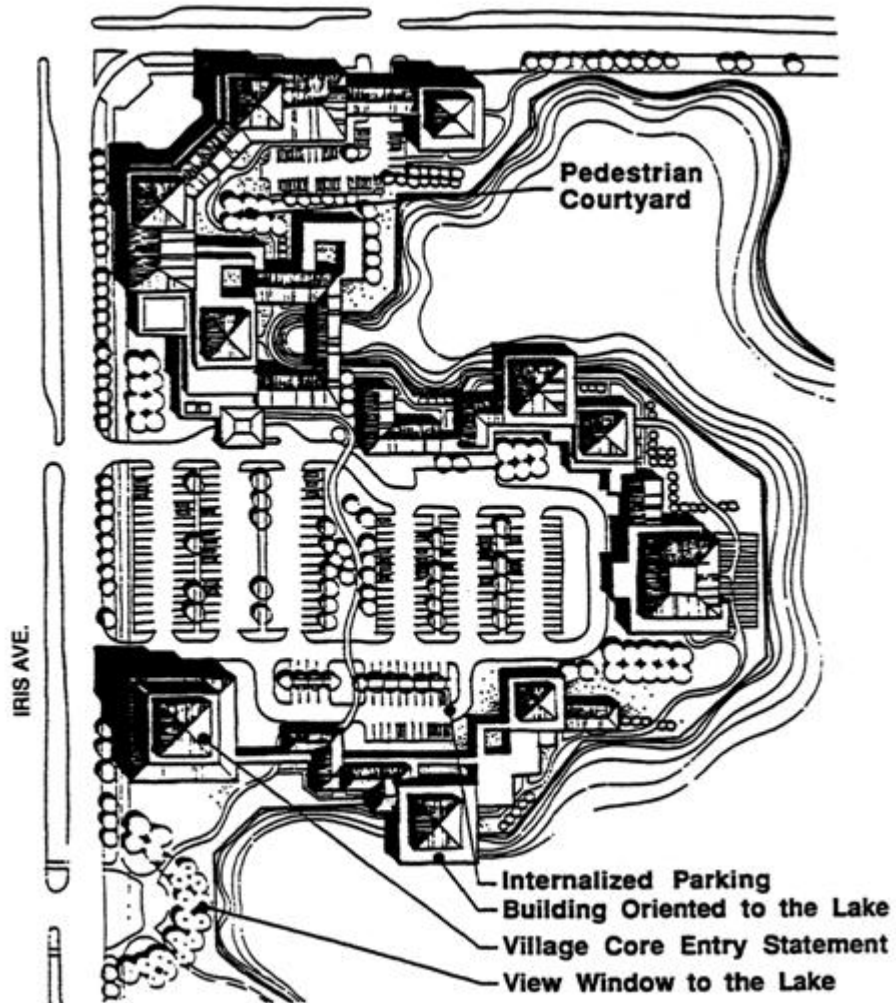
1. Commercial development shall be compatible with adjacent residential areas by incorporating landscape buffers planted with a mix of flowering, screening and spreading plants, by using low mass, low height building elements, by locating loading and trash collection areas away from residential property lines and by directing circulation away from residential neighborhoods.
2. Commercial development shall have a central place, main focal feature or point-of-emphasis, including pedestrian seating, shade structures, sculpture, water elements, centralized outdoor dining or any combination of these elements.
3. New development should respect pedestrian needs by incorporating pedestrian ways and plazas that provide visual interest at the street level, shelter from the elements and adequate street furniture. This guideline is intended to enhance pedestrian related features in concert with quality architecture that would not require variance approval if incorporated as a feature of design.
4. The development of new, small convenience centers on sites less than eight (8) acres is discouraged.

5. Architectural elements shall be an integral part of the facade design, avoiding the “pasted-on” look.
6. Building facades should relate to overhangs, awnings, trellises and porticoes, incorporating these elements into building massing.
7. Pedestrian covered walks should have a clear walking width of seven feet along retail storefronts. Walkway width may be up to twelve (12) feet to accommodate columns, furniture or building articulation.
8. Large structures shall incorporate varied setbacks and variations in massing of building bulk.
9. Continuous, blank building elevations shall be avoided, particularly when visible from public rights-of-way.
10. Continuous building mass should be divided into smaller units, providing both variety and scale.
11. Loading areas shall be oriented away from street side elevations whenever possible and shall be screened from public view with a combination of walls and landscaping.
12. Building placement within office developments shall occur at or near the street setback line to bring the architectural image to the street and to remove parking lots to the extent possible from the streetscape.
13. Vehicular and pedestrian travel shall be separated to the best possible extent, providing for a safe pedestrian environment and smooth traffic flow.
14. Pedestrian walkways shall be provided in larger parking lots, encouraging foot travel out of vehicular drive lanes.
15. Freestanding or clustered retail, restaurant and office pads are encouraged, helping to add variety to the site plan and to introduce interesting architectural elements.
16. Interparcel access shall be provided between commercial centers, reducing the number of drive approaches from the street and encouraging commercial “crossover.”
17. Entry drive throats shall be at least sixty (60) feet long from property line for major commercial projects, providing adequate queuing for outbound traffic and smoothing inbound traffic flow.
18. Each commercial center of five acres or more shall have at least one major entry containing a median.

19. The “strip” commercial image is discouraged. New development should provide variety and articulation in storefront footprints, elevations and roofline.
20. There shall be landscaped strip equal to the building height where a commercial use is located adjacent to residentially zoned property.
21. Office developments shall provide courtyards for each building convenient to office users, incorporating seating, sculpture, accent landscaping and shelter. These shelters will allow for small lunch gatherings or relaxation.
22. Office developments shall have decentralized parking. Parking shall be oriented to the building it is intended to serve and shall be spread throughout the site, lessening the impact of an expansive parking lot.
23. Office developments shall offer interesting site plans by providing several detached or clustered buildings.
24. Access to service bays of automotive uses shall be from the interior of the site.
25. Service stations, mini markets and other automobile-related uses shall have architectural details consistent with the overall project design. Access to service bays will be from the interior of the service station site. Window placement should be sensitive to casual police surveillance.
26. Freestanding buildings should incorporate distinctive massing, adding interest to the site and vicinity.
27. Intimate scale in building design and materials selection is encouraged, emphasizing comfort and warmth.
28. All rooftop equipment shall be part of the project design or be screened and located out of view from the pedestrian level, public rights-of-way, adjacent freeways and neighboring structures. Flat-roof drainage pipes shall be integrated into the project design and **drain into a landscape area for water quality, retention and absorption to reduce water run off.**
29. Architectural design of new projects shall be mindful of the surrounding district’s urban fabric, providing a design statement to enhance the context and to upgrade the overall image. (Ord. 475 § 2.1, 1995; Ord. 359 (Attach. 2 (part)), 1992)



**Continuous Mass Divided to Provide Scale**





## **Commercial Center with Separated Pedestrian and Auto Circulation**

### **9.16.160 Business park/industrial.**

A. These guidelines address the business park and industrial land use classifications. These uses generally require large floor areas, extensive truck circulation and minimal parking.

B. General Guidelines.

1. Building design shall be innovative and attractive, using various building materials, varied massing, enhanced facade treatments and other techniques to provide an “up-scale” image for the community.

2. Clean, contemporary architectural expressions are encouraged.

3. All sides of all buildings shall have architectural treatment.

4. Entries into industrial buildings shall be well-defined through the use of projections, recesses, space frames, pergolas, colonnades, raised planters, seats, enhanced paving, low-level lighting bollards or other elements.

5. Solid walls (six feet high) and landscaping shall be used to screen loading, service and trash storage areas from public view.

6. Solid walls and landscaping should screen ground-mounted equipment located away from buildings.

7. Truck docks and interior trash storage areas must be closed off by roll-down doors, arranged in an organized manner, integrated within the overall design of the industrial project and oriented away from public view.

8. Roof-mounted equipment shall be screened from public view. All roof screens shall be solid and continuous and shall be treated to be compatible with the project’s architecture.

9. Exterior walls shall be architecturally treated to provide relief and variety by using pilasters, deep reveals, offset entries and staggered wall components.

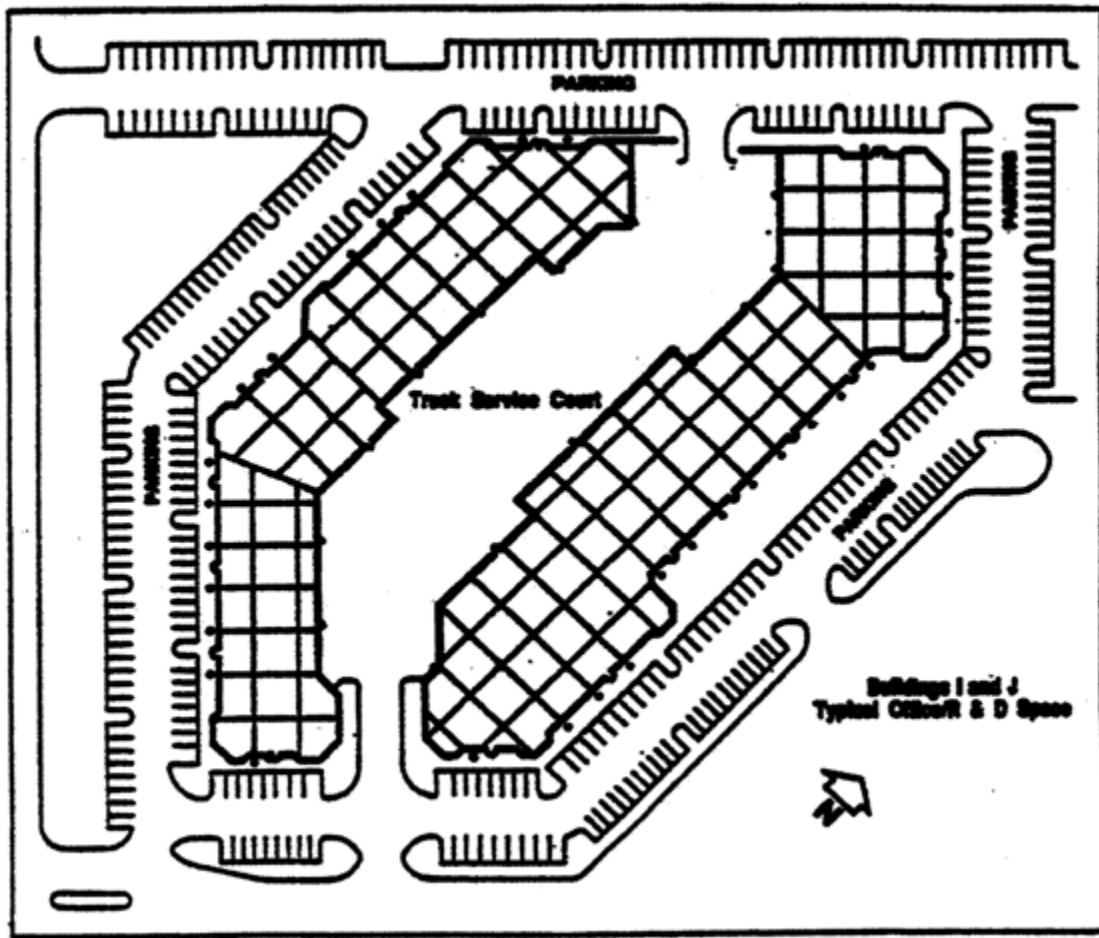
10. All manufacturing and industrial uses adjacent to residential land uses shall include a buffer zone and/or noise attenuation wall to reduce outside noise levels.

11. All manufacturing and industrial uses shall be adequately screened and buffered to reduce glare, noise, dust and vibration.

12. Truck traffic shall be channeled directly to truck routes and shall not have access to neighborhood streets.

13. Pedestrian walkways should link building entries to bus turnouts and nearby land planned for or used as eating establishments.

14. Courtyards for resting, gathering and eating by employees shall be provided. Pervious surfaces are recommended where feasible. (Ord. 359 (Attach. 2 (part)), 1992)



**9.16.190 Natural open space standards.**

- A. All hillside development proposals shall include a portion of the site to be retained in natural area open space.
1. The natural open space area may be comprised of two types:
    - a. Undeveloped natural areas, that which has been left in its natural state;
    - b. Restored natural areas, that which have been disrupted during construction but are restored to a natural appearance.
  2. The following shall guide the location of undeveloped natural areas:
    - a. Contiguous areas along drainage channels;
    - b. Ten (10) foot minimum widths adjacent to roadway improvements;
    - c. On lots where the average slope exceeds twenty-five (25) percent, the construction of custom homes with multiple foundation levels shall be mandatory while post and beam construction shall be discouraged;
    - d. Areas contiguous with other natural areas of adjacent properties;
    - e. Areas containing rock outcroppings;
    - f. Areas containing soils with high permeability;
    - g. Significant stands or clusters of native vegetation;
    - h. Known or discovered archeological or paleontological sites.
  3. The following shall guide the location of restored natural areas:
    - a. In required setbacks;
    - b. Adjacent to common recreation facilities;

- c. Along roadway improvements or over utility easements;
  - d. Fuel modification zones, as required by the fire department.
4. The percent of the total site required to be retained in natural open space shall be based on the average natural slope of the land surface. The following natural open space area requirements shall apply:

**Table 9.16.190A**

**Natural Area Open Space Requirements**

Average Percent Slope	Minimum Percent of Site to Remain as Natural Area Open Space
10% - 15%	35%
15.1% - 25%	50%
Over 25%	60%

5. The following shall guide the allocation of undeveloped and restored natural areas on properties:
- a. Undeveloped natural areas shall constitute a minimum of seventy-five (75) percent of the required natural area open space.
  - b. Restored natural areas may constitute a maximum of twenty-five (25) percent of the required natural area open space.
  - c. No grading, excavation or construction shall be allowed within areas designated as natural areas. Fuel modification areas may be graded as necessary and replanted to meet fire department requirements.
  - d. Where construction has inadvertently scarred designated natural areas, the applicant shall restore the affected sites, as approved by the Community & Economic Development Director or designee.
  - e. Restored natural areas shall be graded to blend in with the natural terrain and landscaped with rock and plant materials native to the local area.
  - f. All undeveloped natural areas and restored natural areas shall be clearly shown on all proposed plans and building permit site plans unless otherwise approved by

the city council. A landscaping program for restored natural areas shall be approved by the Community **& Economic Development** Director prior to issuance of building permits. (Ord. 773 § 3, 2008; Ord. 694 § 1.1 (part), 2005; Ord. 475 § 1.4 (part), 1995; Ord. 426 § 3.1 (part), 1994; Ord. 359 (Attach. 2 (part)), 1992)

#### **9.16.200 Landscaping.**

- A. All required plans for landscaping are approved prior to issuance of building permits, and in accordance with Chapter 9.17 of this title.
- B. Existing vegetation is retained in, and part of the comprehensive development project not designated for grading or construction. Site design preserves native or historic/mature vegetation, unless otherwise approved by the **Community & Economic Development** Director.
- C. Existing vegetation that cannot be preserved in place, but is suitable for transplanting, is relocated elsewhere on site, as approved by the community development department director.
- D. Unimproved disturbed areas are landscaped within one hundred eighty (180) days following issuance of a grading permit and/or within thirty (30) days of issuance of a certificate of occupancy, whichever is earlier.
- E. All landscaping within public easements or areas dedicated to the city is of low maintenance, xeriscape or native plant material.
- F. An open space network is designed to provide contiguous linkages throughout the development parcel, and between adjacent parcels, where major public trail systems or vista corridors are designated. (Ord. 773 § 3, 2008; Ord. 694 § 1.1 (part), 2005; Ord. 616 § 2.2.25, 2003; Ord. 359 (Attach. 2 (part)), 1992)

#### **9.16.210 Grading.**

- A. Man-made slopes shall conform to patterns of the natural terrain. All cut and fill slopes shall be landscaped and shall be stabilized to control erosion.
- B. “Landforming” shall be applied to all slopes adjacent to public streets, gateways, and public view areas, as well as to all slopes greater than one hundred (100) feet in length or ten (10) feet in vertical height.
  - 1. Landforming shall be accomplished by the use of variable slope ratios, undulating of tops and toes, screening of terraces and downdrains, varying of surface features, and by landscaping.

2. Rear and side yard slopes between adjacent lots within the same project need not be landformed unless they are greater than one hundred (100) feet in length or ten (10) feet in vertical height.

C. Any cut or fill slope to be revegetated shall not be steeper than 2:1.

D. All excess excavated material shall be removed or otherwise placed to become an integral part of the site development.

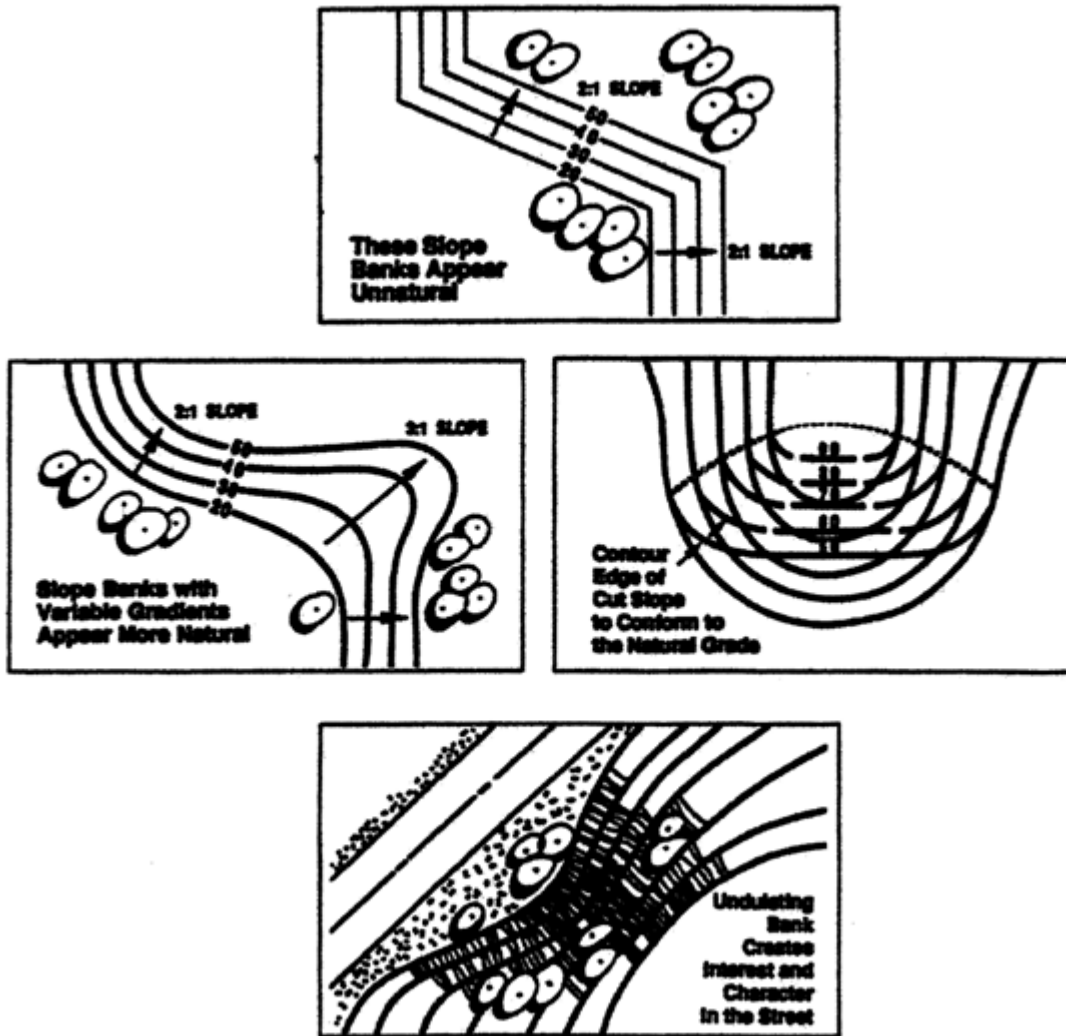
E. During construction, measures such as sediment traps or terracing shall be used around all graded areas to minimize erosion.

F. Whenever archeological or paleontological sites are discovered during excavation, the planning division shall be notified immediately and mutually agreeable precautions taken to preserve the artifacts.

G. Natural features such as trees with four-inch or larger trunk diameters and significant rock outcroppings shall be protected to the greatest extent feasible in the siting of individual lots and building pads. These features shall be shown on the grading plan with appropriate protection and relocation notes. Where trees with four-inch or greater trunk diameters are to be removed, they shall be replaced with at least twenty-four (24) inch box size trees of the same species, or as approved by the planning division, at a ratio of three new trees for each mature tree removed.

H. All dwelling units shall be located a minimum of ten (10) feet from the tops and toes of all slopes, unless otherwise approved by the city engineer and the [Community & Economic Development Department](#).

I. Crib walls, or an equivalent, may be used to enhance a cut slope's capability to be landscaped, providing they are properly irrigated. They should not be used, however, to increase flat pad size or to otherwise intensify project grading.



J. Any manufactured slope shall be contoured in a manner to appear to have a natural grade. (Ord. 773 § 3, 2008; Ord. 694 § 1.1 (part), 2005; Ord. 475 § 1.4 (part), 1995; Ord. 426 § 3.1 (part), 1992; Ord. 359 (Attach. 2 (part)), 1992)

**9.16.220 Roadways and circulation.**

A. Road alignments, driveways and parking areas shall conform as closely as possible to natural topography.

B. Existing vegetation shall be preserved to the greatest extent possible in the location of roads and shall be retained as medians or buffers wherever possible within the unimproved right-of-way.

C. Variations in road design and construction may be permitted to keep grading and cut slopes to a minimum.

D. One-way loop roads may be constructed where appropriate for the terrain.

E. Combinations of collective private driveways, cluster parking areas and off-street parking bays **(including pervious paving where feasible)** are encouraged to minimize paved areas. (Ord. 773 § 3, 2008; Ord. 359 (Attach. 2 (part)), 1992)

#### **9.16.235 Hillside design standards.**

A. Site Plan Design. Each structure shall be located in the most accessible, least visually prominent, most geologically stable portion or portions of the site, and at the lowest feasible elevation. Structures shall also be aligned with the natural contours of the site. Locating structures in the least prominent locations is particularly important on open hillsides where the high visibility of construction should be minimized by placing structures so that they will be screened by existing vegetation, depressions in topography, or other natural features. In addition, the following standards shall apply:

1. Significantly visible rock outcroppings should be preserved and incorporated into the site plan.

2. All pads and driveways shall, to the fullest extent practicable, follow and utilize the natural contours of the land to minimize disturbance and shall not be located on the crest of a natural ridgeline. **Pervious surfaces are recommended where feasible.**

3. Clustering of development on flatter areas of the site is strongly encouraged.

4. Dwelling units and structures shall be sited in a manner that will:

a. Retain outward views from each unit;

b. Preserve or enhance vistas and ridgelines, particularly those seen from public places and rights-of-way in the valley below;

c. Preserve natural hydrology, native plant materials and areas of historic significance.

5. In areas adjacent to a ridgeline or in moderate slope areas, dwelling units and structures shall be sited to:



- a. Use the natural ridgeline as a backdrop for structures;
  - b. Use landscape plant materials as a backdrop;
  - c. Use the structure to conceal cut slopes;
  - d. Retain major natural skyline profiles;
  - e. The topmost point of a proposed structure and all site grading shall be at least thirty (30) feet below the top of the nearest ridge or knoll.
6. Encourage smaller pad to lot size ratios for all dwelling units.
  7. Streets, both public and private, shall be developed below the crest of a natural ridgeline.

B. Architectural Design. The following architectural design standards shall apply:

1. Building development color palettes, including roofing, fencing and exterior building materials, shall be “earth tones” compatible with the natural color of the terrain and vegetation, and shall be approved by the community development director.
2. The design of the structure should give consideration to the lot’s size and configuration in order to avoid the appearance of overbuilding and to minimize the blocking of views.
3. Large expanses of a single material on walls, roofs or paving areas should be avoided. Create interesting small scale patterns by breaking up building mass, varying building materials, etc. Building plans and elevations should be varied throughout a development to avoid a monotonous “cookie-cutter” look.
4. Horizontal and vertical architecture detailing of building articulation, such as overhangs, projections, alcoves, varied roof-plains, building offsets, etc. should be used to avoid large expanses of a wall in a single plain and to create light and shadow.
5. Brightly colored structures and roofs and reflective glass or building materials are expressly prohibited. Materials and colors shall blend with the natural hillside environment to the greatest degree feasible. Specific materials that are encouraged are those with natural colors and textures, including stone, wood, textured stucco and brick.
6. Where it will not result in increased grading and landform alteration, the limitation of structures to a single story is strongly encouraged.

7. The use of undulating walls that follow the land form are highly encouraged.

8. Detaching the garage shall be encouraged, while retaining walls shall be integrated into the garage walls on sloping lots to reduce grading and minimize visibility of walls.

9. Include architectural enrichments and variations in roof massing. Roofs should have low profiles to minimize their visual impact. On sloping land, the roof pitch should follow the slope of the hillside, instead of being perpendicular to the hillside or opposing hillside slope. Upper stories should not be cantilevered out of the opposite direction of the hillside slope.

C. Lighting Design. The intent of lighting standards for designated hillside properties is to preserve the low light level conditions that are inherently characteristic of hillside areas. The following lighting design standards shall apply:

1. Lights shall not be located on the portion(s) of the site that has not been disturbed.

2. Lights mounted on dwellings, buildings or structures shall be fully shielded and directed away from adjacent developments.

3. All light fixtures should be directed downward and properly aimed on the targeted areas to maximize their effectiveness and minimize the total number of light fixtures.

4. All lighting shall be low scale and low intensity and directed downward and away from the view of others.

5. Road, driveway and walkway lights should be located on the “downhill” side and aimed toward the “uphill” side and should be fully shielded from below and only light the driveway surface.

6. Lighting fixtures on properties should be mounted on a post not to exceed eight (8) feet above finished grade, in or on a building wall not to exceed eight (8) feet above finished grade and shielded, or on a structure to a height of not more than twelve (12) feet for security lighting.

7. Street lighting shall be limited to the greatest degree feasible to maintain a “dark sky” environment. Typically, streetlights should be limited to street intersections or other locations where safety concerns predicate the need for illumination. (Ord. 773 § 3, 2008)



### **9.17.030 Landscape and irrigation design standards.**

A. General. The landscape plans shall incorporate low water use plants, turf trees and ground covers adaptable to the area. A list of plants may be found in the county of Riverside's Guide to California Friendly Landscaping that provides a variety of options to meet the drought tolerant needs of the area while ensuring an aesthetically pleasing landscape. Plants not on the list may be used providing the water consumption does not exceed the project's water budget. Consideration should be given to climate, soil types and topographic conditions. Landscapes should group plants using similar watering patterns to eliminate over watering and provide irrigation watering zones of similar use.

The irrigation systems shall be installed using water-conserving equipment including the installation of bubblers, drip systems, low volume sprays and smart irrigation controls. Smart irrigation controls are sensitive to the changing weather patterns and adjust watering cycles automatically to reduce water usage during colder/rainy weather. A water budget shall be completed that meets Eastern Municipal Water District guidelines and submitted with the landscape plans. Based on the landscape design, the water budget will determine the landscape's water demand. Once calculated, the annual maximum allowable water budget (AMAWB) is compared to the estimated annual water use (EAWU) to ensure the design does not exceed the allowed water use.

Projects shall be designed to capture and retain storm water onsite to improve water use efficiency and water quality. The use of reclaimed water is encouraged. Contact Eastern Municipal Water District for availability.

B. Plan Design Standards. The following design standards are required on all landscape plan submittals:

1. Final landscape and irrigation plans shall be based on the approved site plan and/or the final grading plan for the project.
2. Final landscape and irrigation plans for all projects, with more than one thousand (1,000) SF of landscaped area, except custom homes or projects designed in-house by the public works department or parks and community services department, shall be designed (and wet stamped/certified) by a California state licensed architect, civil engineer or landscape architect. All non-residential projects with one thousand (1,000) square feet or less of landscaped areas shall provide landscape and irrigation plans certified by a certified irrigation designer.
3. Minimum scale is one inch = twenty (20) feet. A smaller scale may be used with prior approval by the city. Standard sheet size is twenty-four (24) inches by thirty-six (36) inches.
4. Existing vegetation shall be retained on any portion of a development not designated for grading or construction, unless otherwise approved or required by the city.

5. Landscape shall include drought-tolerant plants and water conservation principles.
6. All soil surfaces in landscape areas shall be covered with plant materials, walkways or mulch (organic or inorganic).
7. Ground-mounted equipment (e.g., transformers and back flow preventers) shall be screened with landscaping or screening walls, allowing for adequate access for equipment maintenance.
8. Trash enclosures are screened with at least three feet of landscaping on three sides.
9. Unimproved areas are maintained in a weed-free condition, and may require temporary landscape and irrigation.
10. All nonturf landscape areas are covered with a minimum of three inches of mulch following installation, unless otherwise approved by the city.
11. Native or low-water use plant materials shall be used. The use of invasive plants should be avoided. (See the California Invasive Plant Inventory by the California Invasive Plant Council [www.cal-ipc.org](http://www.cal-ipc.org)). No invasive plants are permitted adjacent to Multi-Species Habitat Conservation Plan conservation areas.
12. Water budgets that meet Eastern Municipal Water District guidelines shall be attached to plan submittal. Obtain water budget information from Eastern Municipal Water District.
13. Water budgets are subject to approval by Eastern Municipal Water District. The city of Moreno Valley will cooperate with Eastern Municipal Water District in monitoring to the extent practicable.
14. Irrigation systems shall be designed, maintained and managed to meet the current irrigation efficiency standard as determined by the state of California Code of Regulations and Eastern Municipal Water District. Landscape plans submitted shall meet this standard.
15. Water quality basin design shall ensure that the design between the basin and the required landscaping area complement one another.

C. Turf Areas.

1. Turf areas shall have a maximum design slope of twenty (20) percent and a minimum design slope of one percent.

2. Turf areas shall be limited to less than twenty-five (25) percent and only in gathering areas with the exception of parks and similar recreational facilities. Turf shall not be used solely for decorative purposes. Turfless or xeriscape design concepts are preferred.

3. Where turf areas are allowed, drought-tolerant and warm season turf varieties shall be used.

4. Except for single-family residences, concrete mow strips shall be installed between all turf areas and groundcover/shrub areas, vine pockets, walls, structures, or signs.

5. High quality artificial turf is allowed as an element of a project landscape.

6. Native grasses not requiring regular mowing shall be used in lieu of turf in water quality facilities.

D. Ground Cover/Shrub Areas.

1. Shrubs and groundcover shall be installed in shrub/planting areas in amounts and at intervals that will provide eighty (80) percent coverage within twenty-four (24) months.

2. Shrubs shall be located to provide visual interest to the project site, break-up building massing, and help screen unsightly views.

3. Groundcover (low water use plants are preferred) shall be installed in such a manner to ensure eighty (80) percent coverage within twelve (12) months.

4. No plantings shall be located closer than twenty-four (24) inches from any building or structure, unless otherwise approved by the city.

5. All planting areas adjacent to buildings or structures shall slope away from all buildings, structures or walls, or incorporate drains to direct water away from these elements.

6. Large ground cover areas shall have multiple plant types including a variation in height, texture and color.

7. The plant palette provided in the Riverside County Landscape Guidelines is recommended to identify plants which can be used to establish a balance of drought tolerant plants.

E. Trees.

1. Trees shall be planted in a manner, which maximizes the shading of paved areas, outdoor seating, and both south- and west-facing windows.

2. Street trees for designated streets shall be used, unless a different street tree has already been established along the street segment in question.

3. Trees shall be planted at sufficient size and manner to ensure successful establishment and protection from breakage.

4. All landscape plans shall indicate mature tree canopy diameters.

5. All mature tree canopies in parking lots shall be pruned and maintained to maximize shade potential and ensure healthy, maximum growth. Topping of trees shall be avoided.

6. The tree palette shall provide a balanced use of evergreen and deciduous trees with attention to summer shade, fall and spring color, winter sunlight, and new growth.

7. Parkway tree planting shall provide a buffer effect that creates partial screening between parking lot areas and street vehicular traffic.

8. Existing mature trees that cannot be preserved in-place, shall be transplanted elsewhere on the site, unless transplantation is infeasible due to the type or condition of the trees.

9. Projects necessitating the removal of existing trees with four-inch or greater trunk diameters (calipers), shall be replaced at a three to one ratio, with minimum twenty-four (24) inch box size trees of the same species, or a minimum thirty-six (36) inch box for a one to one replacement, where approved.

10. Trees shall be planted in a manner and at locations, which minimize the potential for damage to adjacent walkways and paving.

F. Irrigation.

1. All planted landscape areas shall be provided with an approved “smart” automatic irrigation control systems (labeled as evapotranspiration (E.T.) based), with rain sensing and/or soil moisture sensing devices. Watering during the rain shall be avoided.

2. Drip, ~~and~~ bubbler-type and ~~MP rotator~~ rotor sprays or stream roter sprinkler heads or similar efficient sprinklers shall be used whenever possible. These sprinklers should be used exclusively when positioned adjacent to building walls. (Bubblers and spray heads should be pressure compensating, low volume type).

3. Separate irrigation zones shall be provided for areas with different irrigation requirements, including, but not limited to, trees, turf and nonturf areas.
4. Reduced pressure backflow preventers are required on all irrigation systems.
5. No fixed risers are permitted, unless otherwise approved by the Community & Economic Development Director.
6. A pressure vacuum breaker shall be installed at the top of slopes when irrigation is installed on the top of the slope.
7. Irrigation shall be placed in a manner that eliminates overspray, runoff, wicking action and/or damage to adjacent buildings, walls, walks, driveways, streets, and fences.
8. Irrigation of landscapes should occur between nine p.m. and six a.m. except during the establishment period, when temperatures are predicted to fall below zero or when repairing/adjusting the irrigation system.
9. Eastern Municipal Water District will calculate the annual maximum allowable water budget (AMAWB) for customers requesting a new account. The proposed landscape must meet the AMAWB requirements prior to meter release. (Ord. 786 § 2, 2009)

#### **9.17.050 Parking and drive-through landscape areas.**

Landscaping in parking and drive-through areas shall be designed to provide safety and comfort for both drivers and pedestrians, to provide shade, reduce heat-gain, reduce air pollutant emissions, promote areas for water retention and evapotranspiration, allow runoff from impervious surfaces, and to enhance the visual quality of the project and the city. The design shall reduce auto noise, light and glare, and ambient temperatures through the use of canopy trees. The following standards apply:

- A. Design Considerations.



1. Parking lots and drive-throughs shall be screened from the public right-of-way by a thirty-six (36) inch high wall, shrub row and/or by berming. If walls are employed, they must be aesthetically compatible with the project design.

2. Landscape areas in the parking lot shall be designed to minimize the potential for pedestrians to cross any landscape areas to reach building entrances and to access parked cars. Walkways shall be provided to facilitate pedestrian access, especially at corner locations.

3. ~~Continuous curbing is used whenever possible; wheel stops shall not be permitted unless approved by the community development director.~~ Curb cut openings must be provided to permit parking lot drainage to enter landscape areas for retention and water quality. Wheel stops shall not be permitted unless approved by the Community & Economic Development Director.

4. Turf is not permitted in parking lot planters.

B. Landscape Islands, Diamond, Finger and Perimeter Planters.

1. Landscape finger planters shall have a minimum interior dimension of five feet by sixteen (16) feet, exclusive of curbs, step-outs and other hard surfaces. A finger planter with parking on one side has a minimum curb-face-to-curb-face dimension of seven feet. An island with parking on both sides has a minimum curb-face-to-curb-face dimension of eight feet.

2. Diamond planters have a minimum of twenty-five (25) square foot interior area (exclusive of perimeter curbing) with minimum interior dimensions of five feet by five feet. The minimum exterior area (including perimeter curbing) is thirty-six (36) square feet.

3. End islands, or finger planters are provided at the end of each aisle of parking to define parking lot circulation, provide sight distance at the intersection of drive aisles and places for trees.

4. Where double rows of parking are provided, diamond or island planters are provided at an interval of one planter every three pairs of parking stalls. Minor adjustments are allowed in cases where this exact interval would be infeasible.

5. A finger planter is provided at an interval of every twelve (12) parking stalls along any row of parking. Minor adjustments are allowed in cases where this exact interval would be infeasible.

6. The perimeter of the parking lot has a planter with a minimum width of five feet, interior dimension, exclusive of footings, curbs and step-outs.

C. Planter Curbs and Step-Outs. Planters shall be separated from parking spaces by a six-inch wide concrete curb. Where a planter (finger or island) is located on the side of a parking space, a twelve (12) inch wide concrete step-out is required along the long dimension of the parking space. A step-out is required, in addition to a six-inch curb, resulting in a combined concrete surface measuring eighteen (18) inches in width.

D. Trees-Number, Location, and Type.

1. Trees may be planted in clusters along the street frontage and side and rear setbacks, if applicable.

2. Parking lot trees shall be planted to align with the ends of parking lot stripes (between cars) and away from light standards, in order to create adequate shade canopies, and avoid damage to tree trunks.

3. The selection of parking lot trees should emphasize the provision of summer shading of pavement and vehicles. Within a maximum of ten (10) years, parking lot trees shall shade a minimum of fifty (50) percent of parking space pavement during the summer months, between one and four in the afternoon. A maximum of fifty (50) percent of the parking lot trees may be deciduous unless otherwise approved by the community development department.

4. The selection of parking lot trees shall avoid trees with excessive litter, sap or fruit that could damage vehicles. (Ord. 808 § 2.8, 2010; Ord. 786 § 2, 2009)

#### **9.17.070 Single-family residential development.**

A. Plans for landscape construction or reconstruction of existing single family units, custom homes and model home complexes are subject to review by the Planning Division to ensure:

1. Conformance with prevailing building design guidelines, with pleasing visual aesthetics and water efficient design.

2. Use of xeriscape landscaping;

3. Use of approved landscape materials.

4. Use of approved “smart irrigation” controllers.

5. Irrigation systems minimize overspray onto structures or hard surfaces such as sidewalks, driveways and walls/fences.

6. The front yard area have a maximum of 25% turf with the remaining yard planted with shrubs, ground covers and required trees. Turf should be planted in gathering areas only. Pavement and other solid surfaces shall not cover more than half of the required front yard setback. Pervious pavement/surfaces are recommended to reduce water runoff.

7. New and existing single family front yard setbacks include front and street side yard landscaping consisting predominantly of plant materials including shrubs, ground covers and required trees, except for necessary walks, drives and fences, not including weeds, as defined in Municipal Code Section 6.04, or concrete/hardscape materials.

8. Ground cover should be used to absorb runoff from rain or irrigation.

9. Reduction of hardscape/paving, incorporating permeable surfaces to reduce runoff.

10. The plant palette provided in the County of Riverside Guide to Friendly Landscaping is recommended to identify plants which can be used to establish an aesthetically pleasing and water efficient landscape.

B. Model homes are provided by a developer as examples of the housing product for sale within the subject tract. A xeriscape planting concept with a turfless front yard is incorporated for at least one of the models. The concept must be used in at least 25% of the production units. Promotional information on xeriscape-planting concepts is made available for prospective homebuyers.

C. For parking lot, walls, screening and other landscape requirements, see applicable sections of the title. (Ord. 616 § 2.2.27 (part), 2003)

#### **9.17.080 Multifamily residential development.**

A. A minimum of thirty-five (35) percent of the site area, exclusive of private patio and yard areas, shall be landscaped. Required setback areas and outdoor recreation areas may be counted towards this minimum, but not public rights-of-way. Landscape areas consist predominately of plant materials, except for necessary walks and fences/walls. The use of permeable surfaces is recommended for walks and patios to reduce water runoff.

B. Trees shall be positioned such that trees are planted to shade paved areas and west- and south-facing windows for energy-efficient savings; coniferous or nonwinter deciduous trees are kept away from south-facing windows in order to allow for

heat gain during winter months. The larger sized trees should be placed at entries and accent areas.

C. Turf shall be limited and installed in useable gathering areas only with a maximum of twenty-five (25) percent. (Ord. 786 § 2, 2009)

#### **9.17.090 Commercial, industrial, public and quasi-public development.**

A. All required setback areas, exclusive of required walkways and driveways shall be landscaped. Landscape areas consist predominately of plant materials, except for necessary walks and fences/walls. Gated and screened storage areas may be exempted from this landscape requirement per approval of the community development director.

B. A landscape buffer shall be provided on a nonresidential site when adjacent to residential uses to provide visual relief to the nonresidential side. Plant materials shall be selected so that at maturity (within ten (10) years), intermittent visual obstruction with no unobstructed openings greater than five feet in horizontal distance remain.

C. In addition to the required street trees, trees shall be planted at the equivalent of one tree per thirty (30) linear feet of building dimension that is visible from the parking lot or public right-of-way. Trees may be massed for pleasing aesthetic effects. The creation of plaza or paseo areas is encouraged, including the [use of pervious surface areas that reduce water run off](#). Such areas should incorporate focal points such as water features or specimen trees and establish a social gathering place with such elements as tables, benches, and seating walls.

D. Additional parking lot trees shall be provided at one tree per thirty (30) linear feet of parking lot adjacent to the interior property.

E. Project entry drives shall incorporate enhanced landscaping (size and variety of vegetation) and pavement.

F. Projects with frontage abutting arterial streets shall be required to construct parkways in conformance with city standard engineering plans unless otherwise approved by the community development director.

G. Turf is limited to gathering areas only. (Ord. 786 § 2, 2009)

#### **9.17.110 Erosion control/slope planting.**

Erosion control landscape plans are required for all cut or fill slopes over three feet high. Landscaping provides erosion control while maintaining the aesthetic values of the hillside.

A. General/Design Requirements.

1. Landscape must establish or reinforce a design concept for the specific hillside area, while complimenting buildings and streetscapes.
2. Placement of plant materials shall reinforce the natural terrain and topography of the area.
3. Tree species and placement shall respect potential view sheds of neighboring properties.
4. Erosion control and fire prevention devices may be required depending on the degree and length of slope, soil type, etc.
5. Slope areas shall be planted in a manner to ensure adequate vegetation coverage and slope stability, **draining to landscape or permeable surface areas that allow for water retention and absorption.**
6. Turf shall not be used for slope planting. Hydro seed and water efficient grasses not requiring regular mowing may be permitted per approval by the community development director.
7. Slopes that abut public streets/right-of-ways must also adhere to applicable portions of Section 9.17.090. (Ord. 786 § 2, 2009)

**9.17.130 Water quality landscape designs.**

Water quality landscapes are designed to encourage the use of landscape areas as a water treatment area incorporating small scale features across a site to assist in watershed hydrology functions.

A. Water treatment areas shall be no deeper than twenty four (24) inches visible within the landscape setback areas unless otherwise approved by the Community **& Economic** Development Director. Rock or other decorative material may provide for greater depth of the treatment areas. No fencing will be required around water treatment areas that do not exceed Building Code fencing requirements (currently twenty four (24) inches in visible depth).

B. Basins and treatment areas shall be landscaped to appear like a natural water feature.

C. Design and site considerations shall be aesthetically consistent with surrounding landscaping using a variation of plants and materials. (Ord. 786 § 2, 2009)

**9.17. 150 Water Efficiency Requirements.**

1. Refrain from hosing down driveways and other hard surfaces, except from health or sanitary reasons and then only by use of a hand-held bucket or similar container, a hand-held hose equipped with a positive self-closing water shut-off device or a low-volume, high-pressure cleaning machine equipped to recycle any water used.

2. Repair faucets, toilets, pipes and other potential sources of water leaks.

3. Irrigate landscape only between 9:00 p.m. and 6:00 a.m. This provision does not apply when:

- manually watering during the establishment period of a new landscape;
- temperatures are predicted to fall below freezing;
- for very short periods of time for the express purpose of adjusting or repairing an irrigation system.

4. Refrain from watering or irrigating of any lawn, landscape or other vegetated area with potable water using a landscape irrigation system or watering device that is not continuously attended unless it is limited to no more than fifteen (15) minutes watering per day per station. This 15 minute limitation can be extended for:

- Landscape irrigation systems that exclusively use very low flow drip irrigation systems when no emitter produces more than two (2) gallons of water per hour.
- Weather based controllers or stream rotor sprinklers that meet a 70% efficiency.

Run-off or over watering is not permitted in any case.

5. Adjust and operate all landscape irrigation systems in a manner which will maximize irrigation efficiency and avoid over watering or watering of hardscape and the resulting run-off.

6. Refrain from watering or irrigating any lawn, landscape or other vegetated area that causes or allows excessive water flow or run-off onto an adjoining sidewalk, driveway, street, alley, gutter or ditch.

7. Do not use decorative fountains unless they are equipped with a recycling system.

8. Do not allow water to run while washing vehicles. Use a bucket or similar container and/or a hand-held hose equipped with a positive self-closing water shut-off device to avoid run-off into gutters, street or alleys.

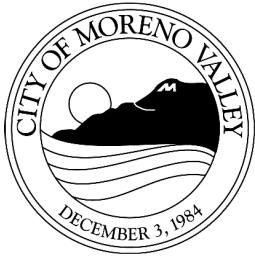
9. When installing new landscaping, plant low-water demand trees and plants. Do not incorporate non-functional turf areas.

10. Refrain from watering during rain.

11. **Direct all runoff from roofs and hardscape areas to landscaping areas or water capture systems.**

12. **Water capture systems are encouraged subject to the requirements of the Eastern Municipal Water District.**

It is important to adhere to these measures to help maximize the impacts and prevent more stringent actions.



## PLANNING COMMISSION STAFF REPORT

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Case:	P11-029
Date:	May 12, 2011
Applicant:	Highland Fairview
Representative:	Wayne Peterson
Location:	Northeast corner of Cactus Avenue and Lasselle Street
Proposal:	First Amendment to the Aquabella Development Agreement
Redevelopment Area:	No
Recommendation:	Approval

### **SUMMARY**

The applicant proposes to amend the Aquabella Development Agreement to remove Planning Area 2, a 13.2-acre site approved for non-senior multi-family housing units.



## **PROJECT DESCRIPTION**

### **Project**

Highland Fairview has submitted a Development Agreement Amendment application to remove Planning Area 2 from the Aquabella Development Agreement. The Agreement, approved on January 12, 2006, currently covers 685 acres of the Aquabella Specific Plan. This proposal would be the First Amendment to the Agreement.

If approved, the affected site would no longer be covered by the Agreement and not be subject to its requirements nor benefit from its provisions. Any impacts related to the development of the site would be conditioned as part of a future application submitted to the City. All existing requirements of the Agreement remain in effect for the balance of the affected area. The Phasing Plan (Exhibit B) of the Agreement has been revised to ensure coverage of all requirements in the remaining five phases of the Aquabella project (the subject site was Phase 6).

The proposal requires a recommendation from the Planning Commission, with final review and action by the City Council. The site would continue to be a part of the Specific Plan.

### **Site**

Planning Area 2 is a 13.2-acre site at the northeast corner of Cactus Avenue and Lasselle Street. The Aquabella Specific Plan permits the development of up to 220 non-senior multi-family units on the site.

### **Surrounding Area**

Developed single family neighborhoods are located to the west of Lasselle Street. Vacant multi-family zoned property is located to the north of the site. The remainder of the Aquabella Specific Plan, approved for an active adult residential community, is located to the south and east of the site.

### **Access/Parking**

The site has frontage along both Lasselle Street and Cactus Avenue.

### **Design/Landscaping**

No specific development proposal for the site is included in the current application. Development of the site will require a future application to the City.

## **REVIEW PROCESS**

The application was submitted on March 28, 2011. Staff reviewed and provided comments on the proposed amendment to the applicant in early April. The applicant provided revised amendment documents in late April. Pursuant to the Municipal Code,

the application requires a recommendation by the Planning Commission with final review and action by the City Council.

**ENVIRONMENTAL**

The proposal would be exempt from the California Environmental Quality Act as the Amendment would not result in substantial changes to the Agreement necessitating additional environmental review. No additional land disturbance would be permitted for the site by approval of the proposal.

**NOTIFICATION**

Public notice was sent to all property owners of record within 300' of the project. The public hearing notice for this project was also posted on the project site and published in the local newspaper on April 30, 2011. As of the date of this report, two property owners that received notice of the hearing contacted staff for information on the proposal.

**REVIEW AGENCY COMMENTS**

Due to the nature of the proposal, it was not distributed for review by other agencies.

**STAFF RECOMMENDATION**

Staff recommends that the Planning Commission **APPROVE** Resolution No. 2011-14, and thereby **RECOMMEND** that the City Council take the following actions:

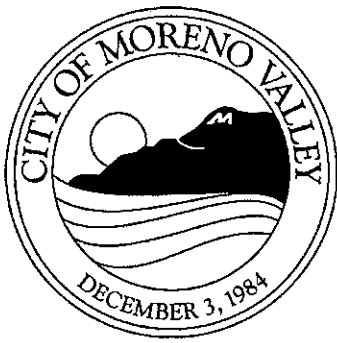
1. **RECOGNIZE** that P11-029 is exempt from the California Environmental Quality Act as the First Amendment would not result in substantial changes to the Aquabella Development Agreement necessitating additional environmental review; and,
2. **APPROVE** P11-029, a First Amendment to the Aquabella Development Agreement to remove Planning Area 2, a 13.2-acre parcel at the northeast corner of Cactus Avenue and Lasselle Street.

Prepared by:

John C. Terell, AICP  
Planning Official

**ATTACHMENTS:**

1. Public Hearing Notice
2. Planning Commission Resolution No. 2011-14
3. Proposed First Amendment with Attachments



# Notice of PUBLIC HEARING

This may affect your property. Please read. Notice is hereby given that a Public Hearing will be held by the Planning Commission of the City of Moreno Valley on the following item(s):

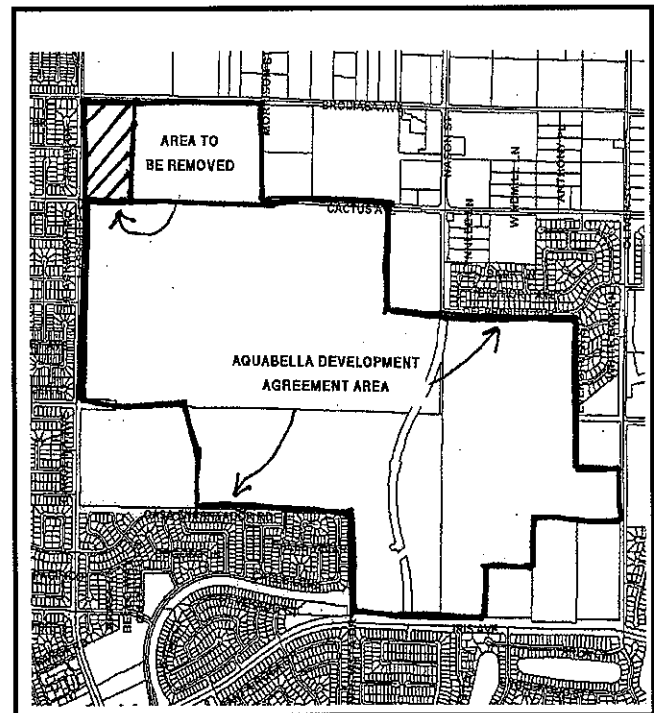
**CASE :** P11-029  
**APPLICANT:** Highland Fairview  
**OWNER:** Moreno Valley Properties  
**REPRESENTATIVE:** Wayne Peterson  
**LOCATION:** NEC Lassel & Cactus  
**PROPOSAL:** Amendment to the approved Aquabella Development Agreement to remove Planning Area 2  
**ENVIRONMENTAL DETERMINATION:** Exempt  
**COUNCIL DISTRICT:** 3  
**STAFF RECOMMENDATION:** Approval

Any person interested in any listed proposal can contact the Community & Economic Development Department, Planning Division, at 14177 Frederick St., Moreno Valley, California, during normal business hours (7:30 a.m. to 5:30 p.m., Monday through Thursday), or may telephone (951) 413-3206 for further information. The associated documents will be available for public inspection at the above address.

In the case of Public Hearing items, any person may also appear and be heard in support of or opposition to the project or recommendation of adoption of the Environmental Determination at the time of the Hearing.

The Planning Commission, at the Hearing or during deliberations, could approve changes or alternatives to the proposal.

If you challenge any of these items in court, you may be limited to raising only those items you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the Public Hearing.



**LOCATION** N ↑

## PLANNING COMMISSION HEARING

City Council Chamber, City Hall  
14177 Frederick Street  
Moreno Valley, Calif. 92553

**DATE AND TIME:** May 12, 2011 at 7 PM

**CONTACT PLANNER:** John C. Terell AICP  
**PHONE:** (951) 413-3238

**PLANNING COMMISSION RESOLUTION NO. 2011-14**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY RECOMMENDING CITY COUNCIL APPROVAL OF P11-029, A FIRST AMENDMENT TO THE AQUABELLA DEVELOPMENT AGREEMENT TO REMOVE PLANNING AREA 2, A 13.2-ACRE PARCEL AT THE NORTHEAST CORNER OF CACTUS AVENUE AND LASSELLE STREET

**WHEREAS**, Highland Fairview has filed an application for the approval of P11-029, a First Amendment to the Aquabella Development Agreement as described in the title of this Resolution.

**WHEREAS**, on May 12, 2011, the Planning Commission of the City of Moreno Valley held a meeting to consider the application.

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, BE IT RESOLVED**, it is hereby found, determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on May 12, 2011, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. **Conformance with General Plan Policies** – The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

**FACT:** The proposed First Amendment involves only the removal of Planning Area 2 from coverage under the Aquabella Development Agreement. No changes are included related to the General Plan designation of the site.

2. **Conformance with Zoning Regulations** – The proposed use complies with all applicable zoning and other regulations.

**FACT:** The proposed First Amendment involves only the removal of Planning Area 2 from coverage under the Aquabella Development Agreement. No changes are included related to the zoning and other regulations applicable to the site.

3. **Health, Safety and Welfare** – The proposed use will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

**FACT:** The proposed First Amendment involves only the removal of Planning Area 2 from coverage under the Aquabella Development Agreement. No specific development proposal is included in the current application.

4. **Location, Design and Operation** – The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

**FACT:** The proposed First Amendment involves only the removal of Planning Area 2 from coverage under the Aquabella Development Agreement. No specific development proposal is included in the current application.

**BE IT FURTHER RESOLVED** that the Planning Commission **HEREBY APPROVES** Resolution No. 2011-14, thereby recommending that the City Council take the following actions:

1. **RECOGNIZE** that P11-029 is exempt from the California Environmental Quality Act as the First Amendment would not result in substantial changes to the Aquabella Development Agreement necessitating additional environmental review; and
2. **APPROVE** P11-029, a First Amendment to the Aquabella Development Agreement to remove Planning Area 2, a 13.2-acre parcel at the northeast corner of Cactus Avenue and Lasselle Street.

**APPROVED** this 12th day of May, 2011.

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Ray Baker  
Acting Chair, Planning Commission

ATTEST:

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John C. Terell, Planning Official  
Secretary to the Planning Commission

APPROVED AS TO FORM:

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City Attorney

RECORDING REQUESTED BY AND  
WHEN RECORDED RETURN TO:

City of Moreno Valley  
Attn: City Clerk  
P.O. Box 88005  
Moreno Valley, California 92552-0805

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**FIRST AMENDMENT TO THAT CERTAIN DEVELOPMENT  
AGREEMENT BY AND BETWEEN THE CITY OF MORENO VALLEY  
AND MORENO VALLEY PROPERTIES, LP, RELATIVE TO THE  
DEVELOPMENT KNOWN AS SPECIFIC PLAN NUMBER 218 AND  
AMENDMENTS THERETO DATED JANUARY 12, 2006**

**June xx, 2011**

Attachment 3

THIS FIRST AMENDMENT TO THAT CERTAIN DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF MORENO VALLEY AND MORENO VALLEY PROPERTIES, LP, RELATIVE TO THE DEVELOPMENT KNOWN AS SPECIFIC PLAN NUMBER 218 AND AMENDMENTS THERETO DATED JANUARY 12, 2006 (“Amendment”) is made and entered into this \_\_th day of June 2011 (the “Effective Date”), by and between (i) the CITY OF MORENO VALLEY, a municipal corporation organized and existing under the laws of the State of California (the “City”), and (ii) MORENO VALLEY PROPERTIES, LP, a Delaware limited partnership (the “Master Developer”), pursuant to the authority of Sections 65864 through 65869.5 of the California Government Code. City and Master Developer may be referred to herein individually as a “Party” and collectively as the “Parties.”

### RECITALS

A. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the legislature of the State of California adopted Section 65864 *et seq.* of the California Government Code, which authorizes a city to enter into a development agreement with any person or entity having a legal or equitable interest in real property, providing for the development of such property and establishing certain reciprocal rights and obligations related to such development. To implement the above-described State laws, the City adopted Section 9.02.110 of the Moreno Valley Municipal Code, establishing procedures and requirements for considering and approving development agreements. Both Government Code Section 65864 *et seq.* and Section 9.02.100 of the Moreno Valley Municipal Code authorize the amendment and modification of such development agreements from time to time at the mutual discretion of the parties.

B. On January 12, 2006, the Parties executed that certain Development Agreement By and Between the City of Moreno Valley and Moreno Valley Properties, LP, Relative to the Development Known as Specific Plan Number 218 and Amendments Thereto dated January 12, 2006 (“Agreement”). The Agreement pertains to a development project known as “Aquabella.”

C. In the absence of this Amendment, the Agreement applies to real property comprised of approximately six hundred eighty-five (685) acres which is previously described in the property description attached to the Agreement as Exhibit “A.”

D. Pursuant to this Amendment, Master Developer and the City desire to remove approximately 13.2 gross acres, representing less than two percent (2%) of the Project area from the coverage of the Agreement (“Removed Property”). The Removed Property was always planned to be developed independently from the Aquabella active adult community as a non-age restricted development. The Removed Property is located at the northeast corner of Cactus Avenue and Lasselle Street in the City as set forth in the Depiction attached hereto as Exhibit “A-2b.” A legal description of the Removed Property is set forth in Exhibit “A-2.”

E. The Agreement and the Project governed by the Agreement envisioned the development of approximately 2,702 age-restricted units in a gated community with common amenities to be maintained by one or more Homeowners’ Association (“Age-Restricted Project”). The Project, as originally approved, also included the development of the Removed Property in what was defined, in the Aquabella Specific Plan, as Planning Area 2. The Removed Property



and Planning Area 2 were envisioned to be developed with approximately 220 attached rental units or for sale condominiums that were not age-restricted and were therefore not to be part of the Age-Restricted Project.

F. The State of California and the City have been faced with a severe economic crisis, which has negatively impacted the pace and timing of residential development. In light of these economic conditions, the sequencing of phasing originally contemplated may have to be rescheduled so it is responsive to present market conditions. It is possible that development of the Removed Property as 220 attached, non-age restricted rental units or for sale condominiums may occur at an earlier time period than development of the remaining Age-Restricted Project.

G. Excising the Removed Property from the coverage of the Agreement would increase the likelihood that non-age-restricted rental units or for sale condominiums could be developed more quickly than what would occur if the Removed Property were not excised from the Agreement.

H. On February 23, 1999, the City adopted Resolution No. 99-13, certifying a Final Environmental Impact Report, including findings and a statement of overriding considerations and imposing mitigation measures for the Project (“FEIR”). On May 27, 2003, the City adopted Resolution No. 2003-38 certifying a Supplemental EIR for the Project (“SEIR”). Thereafter, on November 22, 2005, the City adopted Resolution No. 2004-12 approving an Addendum to the FEIR and SEIR for the Project. The record of proceedings for all of the aforementioned City actions are expressly incorporated herein by reference as if set forth in full.

I. On August 23, 2008, the City approved Tentative Tract Map No. 34950 for financing purposes. On April 15, 2011 Tract No. 34950-1 was recorded creating a separate legal parcel for the removed property.

J. On \_\_\_\_\_, 2011, the City made all of the findings and determinations relating to this Amendment which are required by Municipal Code section 9.02.110 and introduced Ordinance No. \_\_\_ for first reading. Thereafter, Ordinance No. \_\_\_ was approved on \_\_\_\_\_, 2011 thereby approving this Amendment.

K. The City finds the approval of this Amendment will not result in substantial changes to the Project within the meaning of the California Environmental Quality Act (“CEQA”) (Pub. Res. Code sections 21000 *et seq.*) and its implementing Guidelines including, but not limited to, Guideline 15162. The Removed Property will continue to be governed by Specific Plan 218 and the City’s General Plan, and the Removed Property will continue to be permitted to be developed with approximately 220 non-age-restricted, rental residential dwelling units or for sale condominiums. No change in land use designations is permitted or contemplated by this Amendment. Further, this Amendment ensures the infrastructure improvements identified in the attached revised Circulation Phasing Improvement Program set forth in the Agreement as Exhibit “B” (“Circulation Program”) will be constructed by re-affirming: (i) the Master Developer’s obligation to construct the improvements set forth in the Circulation Program and (ii) the City’s legal right to impose reasonable off-site and fair share improvement requirements on the Removed Property when a specific development proposal for the Removed Property is filed with and processed by the City. Once the Amendment is approved, the Removed Property can be

processed independently from the rest of the Project and vice-versa. Therefore, pursuant to CEQA Guideline section 15162, the City finds that executing this Amendment does not result in any substantial changes to the original Project.

L. The City Council finds that execution of this Amendment as set forth herein by the Parties: (i) is in the best interest of the City; (ii) will promote the public convenience, general welfare and good land use practices in the City; (iii) will provide benefits to the City; (iv) will provide an active adult community; (v) will encourage the development of the project while providing a reasonable level of certainty to the private developer; (vi) will encourage the development of rental or for sale residential dwelling units within the City; and (vii) will provide for orderly growth and development in a manner consistent with the General Plan and other plans and regulations of the City.

NOW, THEREFORE, in consideration of the above recitals, all which are expressly incorporated into this Amendment, and the mutual promises and obligations of the Parties set forth herein, the Parties agree to this Amendment as follows:

#### AMENDMENT TO AGREEMENT

1. Section 1 of the Agreement is hereby amended as follows with new Section 1.23 set forth below, replacing Section 1.23 in the Agreement:

1.23 “Project” means the development of the Property contemplated by the SPA and implemented through PADIPs as defined herein which may be further defined, enhanced or modified pursuant to the provisions of this Agreement. This Agreement pertains to ~~six hundred eighty-five (685)~~ approximately six hundred seventy one point eight (671.8) acres of the seven hundred sixty (760) acres comprising the Specific Plan area. The ~~685~~ approximate 671.8 acres will be developed as a gated age-restricted community with common amenities to be maintained by one of more Homeowner’s Association(s). The Project contemplates a maximum of two thousand seven hundred and two (2702) ~~two thousand nine hundred twenty-two (2922)~~ dwelling units and other uses as defined in the Project Approvals. ~~with the exception of two hundred (220) dwelling units (specifically identified in the SPA) that may or may not be age-restricted.~~

2. Section 1 of the Agreement is hereby amended as follows with new Section 1.25 set forth below, along with new Exhibit “A-1” and Exhibit “A-1b” replacing the Section 1.25 set forth in the Agreement:

1.25 “Property” means the real property described on Exhibit “A-1” to this Amendment and depicted on Exhibit “A-1b” of this Amendment and made a part herein by reference.

3. Section 6 of the Agreement is hereby amended as follows with new Section 6 set forth below, replacing the Section 6 set forth in the Agreement:

6.2 Construction of Public Street and Traffic Signal Improvements – Circulation and Phasing Improvement Program. While the timing of the phasing has been changed by market forces, to the extent the Project proceeds, Master

Developer agrees to construct all required public street and traffic signal improvements in accordance with the Circulation Program set forth in the Agreement. When the development of the Removed Property for the anticipated 220-unit rental or for sale condominium project is proposed, the City retains the legal right to analyze any specific traffic or other environmental impacts of any proposed development for the Removed Property and the City may condition the Removed Property to construct any improvements set forth in the Circulation Program and/or to construct or pay fair share amounts towards any other additional and necessary improvements identified in a separate traffic study prepared to analyze any impacts of any proposed development of the Removed Property. Pursuant to State law, City retains the right to impose mitigation on the Removed Property to the extent future environmental analysis discloses previously undisclosed impacts.

4. Section 12 of the Agreement is hereby amended as follows with the insertion of new section 12.3:

12.3 Termination of Agreement With Respect to the Removed Property. The Agreement is terminated with respect to the Removed Property. The Parties shall execute and record the Acknowledgement of Termination set forth as Exhibit "C" within thirty (30) calendar days following the execution and recordation of this Amendment.

5. All other provisions of the Agreement not amended by this Amendment shall remain in force and in effect with respect to the Property (and not the Removed Property) and unaltered by this Amendment.

“MASTER DEVELOPER”

“CITY”

MORENO VALLEY PROPERTIES, LLC,  
a California limited liability company

CITY OF MORENO VALLEY,  
a municipal corporation

By: \_\_\_\_\_

By: \_\_\_\_\_

Iddo Benzeevi, President

Richard A. Stewart, Mayor

ATTEST:

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City Clerk

APPROVED AS TO FORM:

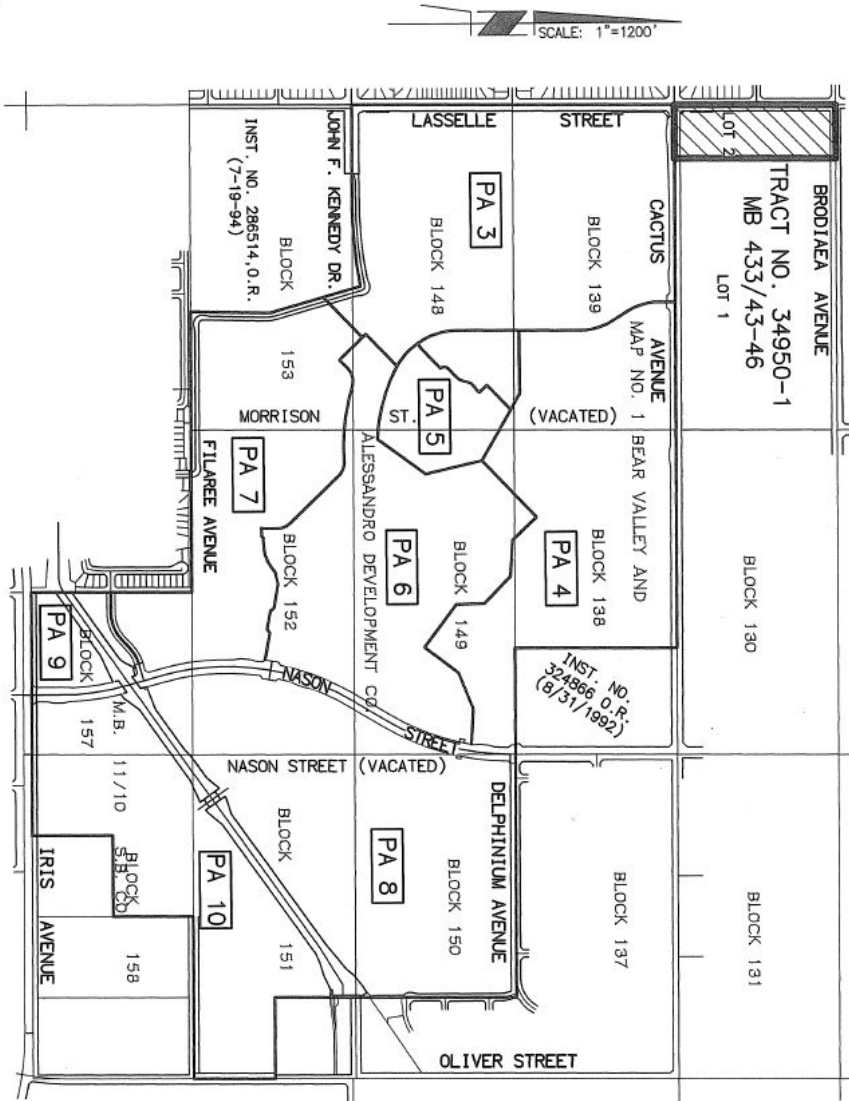
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City Attorney

**Exhibit "A-2b"**

**Depiction of Removed Property**

# EXHIBIT "A-2b"



AREA TO BE REMOVED FROM  
AQUABELLA DEVELOPMENT AGREEMENT

DATE: 04/28/2011

SCALE: 1" = 1200'

SHEET 1 OF 1

JOB NO.: 10107827-M1

**RBF** PLANNING ■ DESIGN ■ CONSTRUCTION  
40810 COUNTY CENTER DRIVE, SUITE 100  
TAMECULA, CALIFORNIA 92591-6022  
951.678.8042 • FAX 951.678.7240 • WWW.RBF.COM

**Exhibit "A-2"**

**Legal Description of the Area to be Removed from the  
Aquabella Development Agreement**

RBF CONSULTING  
40810 County Center Drive, Suite 100  
Temecula, CA 92591

April 28, 2011  
JN 10-107827-M1

**EXHIBIT "A-2"**


**AREA TO BE REMOVED FROM AQUABELLA DEVELOPMENT AGREEMENT**

That certain parcel of land situated in the City of Moreno Valley, County of Riverside, State of California, being Lot 2 of Tract No. 34950-1 as shown on the map recorded in Book 433, Pages 43 through 46, inclusive of Maps in the Office of the County Recorder of said Riverside County, California.

**SUBJECT** to all covenants, rights, rights-of-way and easements of record.

**EXHIBIT "A-2b"** attached hereto and by this reference made a part hereof.

This description was prepared by me or under my direction.

 04/28/2011  
Thomas E. Verloop, PLS 5348 Date  
My license expires 12/31/11





**Exhibit "A-1"**

**Legal Description of Property Covered by the Agreement**

RBF CONSULTING  
40810 County Center Drive, Suite 100  
Temecula, CA 92591

April 28, 2011  
JN 10107827-M2

**EXHIBIT "A-1"**

**MODIFIED AREA - AQUABELLA DEVELOPMENT AGREEMENT**

Those certain parcels of land situated in the City of Moreno Valley, County of Riverside, State of California, being all of Blocks 138, 139, 148, 149, 152 and 153 of Map No. 1 of the Bear Valley and Alessandro Development Company filed in Book 11, Page 10 of Maps in the Office of the County Recorder of the County of San Bernardino, State of California (located within Sections 15, 16, 21 and 22, Township 3 South, Range 3 West, San Bernardino Meridian).

**ALSO** Lot 2 through 7, inclusive, of Block 150; Lots 2 through 8, inclusive of Block 151; Lots 1, 2, 7 and 8 of Block 157; and Lots 3, 4 and 5 of Block 158; as shown on said Map No. 1 of the Bear Valley and Alessandro Development Company.

**ALSO** Lot 1 of Tract No. 34950-1 as shown on the map recorded in Book 433, Pages 43 through 46, inclusive of Maps in the Office of the County Recorder of said Riverside County, California

**TOGETHER** with those portions of the Streets and Avenues vacated by Resolution of the Board of Supervisors of the County of Riverside, a Certified Copy of which was recorded on August 11, 1966 as Instrument No. 81996, of Official Records of said Riverside County, which would pass with a conveyance of said land.


**EXCEPTING** from Block 138 those portions described in the deed to the County of Riverside, recorded August 31, 1992 as Instrument No. 324866 of Official Records of said Riverside County.

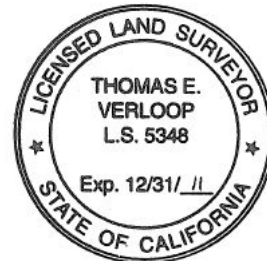
**ALSO EXCEPTING** from Block 148 and Block 153 those portions described in the deed to the Moreno Valley Unified School District recorded July 19, 1994 as Instrument No. 286514 of Official Records of said Riverside County.

**SUBJECT** to all covenants, rights, rights-of-way and easements of record.

**EXHIBIT "A-1b"** attached hereto and by this reference made a part hereof.

This description was prepared by me or under my direction.

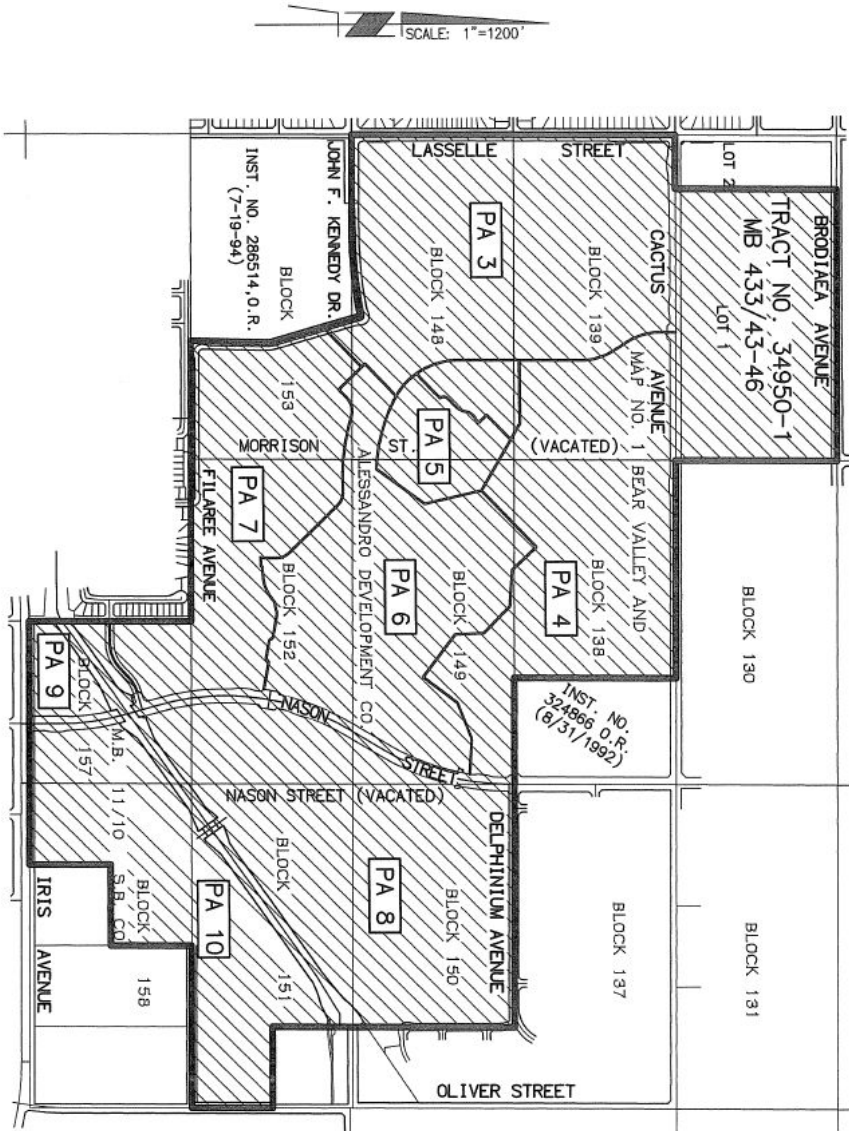
 04/28/2011  
Thomas E. Verloop, PLS 5348 Date  
My license expires 12/31/11



**Exhibit "A-1b"**

**Depiction of the Property Covered by the Agreement**

# EXHIBIT "A-1b"



MODIFIED AREA AQUABELLA DEVELOPMENT AGREEMENT	DATE 04/28/2011	SCALE 1" = 1200'	SHEET 1 OF 1 JOB NO. 10107827-M2	<b>RBF</b> CONSULTING PLANNING ■ DESIGN ■ CONSTRUCTION 40810 COUNTY CENTER DRIVE, SUITE 100 TEMECULA, CALIFORNIA 92591-6022 951.676.8042 • FAX 951.676.7240 • WWW.RBF.COM
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**EXHIBIT "B" – (6 Pages)**

**AquaBella – Circulation Phasing Improvement Program**

**Phasing Summary**

<b>Phase</b>	<b>Type</b>	<b>Quantity</b>	<b>Units</b>	<b>Construction</b>	<b>Occupancy</b>
<b>1</b>	<b>Active Adult (+55) Housing</b>				
	Detached	<b>351</b>	<b>DU</b>	<b>July 06 – Jan 08</b>	<b>Jan 07 – Feb 08</b>
Attached	<b>234</b>	<b>DU</b>			
<b>2</b>	<b>Active Adult (+55) Housing</b>				
	Detached	<b>289</b>	<b>DU</b>	<b>July 07 – July 08</b>	<b>Jan 08 – Aug 08</b>
Attached	<b>193</b>	<b>DU</b>			
<b>3</b>	<b>Active Adult (+55) Housing</b>				
	Detached	<b>301</b>	<b>DU</b>	<b>Feb 08 – Mar 08</b>	<b>Aug 08 – Apr 09</b>
Attached	<b>201</b>	<b>DU</b>			
<b>4</b>	<b>Active Adult (+55) Housing</b>				
	Detached	<b>460</b>	<b>DU</b>	<b>Sept 08 – Feb 10</b>	<b>Mar 09 – Mar 10</b>
Attached	<b>306</b>	<b>DU</b>			
<b>5</b>	<b>Active Adult (+55) Housing</b>				
	Detached	<b>220</b>	<b>DU</b>	<b>Aug 09 – Aug 10</b>	<b>Feb 10 – Oct 10</b>
Attached	<b>147</b>	<b>DU</b>			
<b>5</b>	<b>Hotel</b>	<b>300</b>	<b>Room</b>	<b>Mar 11 – Apr 12</b>	-----

**Phasing Improvement Details**

<b>Location</b>	<b>Direction</b>	<b>Improvement</b>	<b>Phase</b>	<b>Footnotes</b>
Nason St from Iris to Delphinium	NB / SB	Widen to half-width (1 lane per direction)	Phase 1	
Nason Street at Iris Avenue	I	Install traffic signal	Phase 1	
Nason Street at Iris Avenue	SB	Construct dual right-turn lane	Phase 1	
Nason Street at Iris Avenue	EB	Construct one ADDITIONAL left turn lane	Phase 1	
Nason Street at Iris Avenue	WB	Construct one left turn lane	Phase 1	
Nason Street at Iris Avenue	WB	Construct one right turn lane	Phase 1	
Nason Street at Dracaea Avenue	I	Install traffic signal	Phase 1	
Lasselle Street at Margaret Avenue	I	Install traffic signal	Phase 1	
Nason Street at Fir Avenue	I	Install traffic signal	Phase 1	

Location	Direction	Improvement	Phase	Footnotes
Nason Street at Fir Avenue	NB	Widen westside/eastside Nason to ultimate width (ROW)	Phase 1	
Nason Street at Fir Avenue	SB	Widen westside/eastside Nason to ultimate width (ROW) including dual left-turn lane	Phase 1	
Nason Street at Fir Avenue	EB	Construct one left turn lane.	Phase 1	
Nason Street at Fir Avenue	WB	Construct one left turn lane	Phase 1	
Lasselle Street at Delphinium Avenue	I	Install traffic signal	Phase 1	

Location	Direction	Improvement	Phase	Footnotes
Nason Street at Eucalyptus Avenue	I	Modify Traffic Signal	Phase 2	
Nason Street at Eucalyptus Avenue	NB	Widen westside/eastside Nason to ultimate width (ROW)	Phase 2	
Nason Street at Eucalyptus Avenue	SB	Widen westside/eastside Nason to ultimate width (ROW)	Phase 2	
Nason Street at Eucalyptus Avenue	EB	Re-stripe lane configuration	Phase 2	
Nason Street at Eucalyptus Avenue	EB	Construct one through lane	Phase 2	
Nason Street at Eucalyptus Avenue	WB	Construct one left turn lane	Phase 2	
Delphinium Avenue		Traffic Calming on Delphinium	Phase 2	
Lasselle Street at John F Kennedy Drive	EB	Construct one additional left turn lane (Including traffic signal modification to implement Split-Phase Signal Timing)	Phase 2	
Lasselle Street at John F Kennedy Drive	EB	Re-stripe lane configuration	Phase 2	
Lasselle Street at Gentian Avenue		Re-striping lane configuration / Signal Modification	Phase 2	
Clubhouse Drive at Cactus Avenue	I	Install traffic signal	Phase 2	
Clubhouse Drive at Cactus Avenue	NB	Construct one left turn lane	Phase 2	

<b>Location</b>	<b>Direction</b>	<b>Improvement</b>	<b>Phase</b>	<b>Footnotes</b>
Clubhouse Drive at Cactus Avenue	NB	Construct one shared through-right turn lane.	Phase 2	
Clubhouse Drive at Cactus Avenue	SB	Construct one left turn lane	Phase 2	
Clubhouse Drive at Cactus Avenue	SB	Construct one shared through-right turn lane.	Phase 2	
Clubhouse Drive at Cactus Avenue	EB	Construct one left turn lane	Phase 2	
Clubhouse Drive at Cactus Avenue	WB	Construct one left turn lane	Phase 2	
Cactus Ave from Lasselle to Nason	EB / WB	Widen to half-width (1 lane per direction)	Phase 2	

<b>Location</b>	<b>Direction</b>	<b>Improvement</b>	<b>Phase</b>	<b>Footnotes</b>
Nason St from Cottonwood to Dracaea	NB	Construct 1 NB lane	Phase 3	
Nason Street at Cottonwood Avenue	I	Modify traffic signal	Phase 3	
Nason Street at Delphinium Avenue	I	Modify traffic signal	Phase 3	
Nason Street at Cactus Avenue	I	Modify traffic signal	Phase 3	
Nason St from Delphinium to Cactus	SB	Construct 1 SB lane	Phase 3	
Nason St from Brodiaea to Alessandro	SB	Construct 1 SB lane	Phase 3	
Nason St from Alessandro to Cottonwood	NB / SB	Construct 1 lane per direction	Phase 3	
Cactus Ave from Nason to Oliver	WB	Construct 1 WB lane	Phase 3	

<b>Location</b>	<b>Direction</b>	<b>Improvement</b>	<b>Phase</b>	<b>Footnotes</b>
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Location	Direction	Improvement	Phase	Footnotes
Nason Street at Clubhouse Drive	I	Install traffic signal	Phase 4	
Nason Street at Clubhouse Drive	NB	Construct one left turn lane	Phase 4	
Nason Street at Clubhouse Drive	SB	Construct one left turn lane	Phase 4	
Nason St from Iris to Delphinium	NB / SB	Complete the remaining half-width (add 1 lane per direction)	Phase 4	
Cactus Ave from Lasselle to Nason	EB / WB	Complete the remaining half-width (add 1 lane per direction)	Phase 4	
Oliver St, project frontage	NB / SB	Widen to ultimate width	Phase 4	700' Project frontage only btw J.F.K and Iris

Location	Direction	Improvement	Phase	Footnotes
Morrison St from Brodiaea to Cactus	NB / SB	Construct half-ultimate plus 12 feet	Phase 5	
Morrison Street at Brodiaea Avenue	I	Install traffic signal	Phase 5	
Morrison Street at Cactus Avenue	I	Install traffic signal	Phase 5	
Oliver Street at Cactus Avenue	I	Modify Traffic Signal	Phase 5	
Oliver Street at Cactus Avenue	SB	Widen Oliver to ultimate width (ROW) w/ signing & striping	Phase 5	
Oliver Street at Iris Avenue	I	Modify traffic signal	Phase 5	
Oliver Street at Iris Avenue	SB	Construct one right turn lane	Phase 5	
Iris Ave from Lasselle to Camino Flores		Modification of Iris Median (\$70 per LF)	Phase 5	
Iris Avenue		Coordination of traffic signals on Iris (\$3500 per intersection)	Phase 5	
Lasselle Street		Coordination of traffic signals on Lasselle (\$3500 per intersection)	Phase 5	
Lasselle Street at Cactus Avenue	I	Modify Traffic Signal	Phase 5	Or concurrent with City Project
Lasselle Street at Cactus Avenue	NB	Construct one FREE right-turn lane	Phase 5	Or concurrent with City Project
Lasselle Street at Cactus Avenue	EB	Re-stripe lane configuration	Phase 5	Or concurrent with City Project
Lasselle Street at Cactus Avenue	WB	Construct one additional left turn lane	Phase 5	Or concurrent with City Project



Lasselle Street at Brodiaea Avenue	I	Install traffic signal	Phase 5	
Brodiaea Ave from Lasselle to Morrison	EB / WB	Construct half ultimate plus 12 feet (include power poles)	Phase 5	
Cactus Avenue at Apartment Access	I	Construct raised median to restrict left-turn in/out movements from apartment access	Phase 5	
Lasselle Street at Apartment Access	I	Construct raised median to restrict left-turn out movement from apartment access	Phase 5	
Nason Street at Bay Avenue	I	Install traffic signal	Phase 5	
Nason Street at Bay Avenue	NB	Widen westside/eastside Nason to ultimate width (ROW)	Phase 5	
Nason Street at Bay Avenue	SB	Widen westside/eastside Nason to ultimate width (ROW)	Phase 5	
Nason Street at Brodiaea Avenue	I	Install traffic signal	Phase 5	
Moreno Beach Drive at Cactus Avenue	I	Modify traffic signal	Phase 5	
Moreno Beach Drive at Cactus Avenue	NB	Construct one shared through-right turn lane.	Phase 5	
Moreno Beach Drive at Cactus Avenue	SB	Construct one shared through-right turn lane.	Phase 5	
Moreno Beach Drive at Cactus Avenue	EB	Construct one shared through-right turn lane.	Phase 5	
Moreno Beach Drive at Cactus Avenue	WB	Re-stripe shared left-through turn lane	Phase 5	
Moreno Beach Drive at Cactus Avenue	WB	Construct one through lane	Phase 5	
Moreno Beach Drive at Cactus Avenue	WB	Construct one shared through-right turn lane.	Phase 5	
Moreno Beach Drive at John F. Kennedy Drive	I	Modify traffic signal	Phase 5	
Moreno Beach Drive at John F. Kennedy Drive	WB	Widening & re-striping & signing for additional left-turn lane	Phase 5	
Cactus Avenue		Coordination of traffic signals on Cactus (\$3500 per intersection)	Phase 5	

Location	Direction	Improvement	Phase	Footnotes		
Nason St at SR-60 WB Ramps / Elder Ave	I	Participate in interchange improvements through payment of TUMF program fees	All			
Nason St at SR-60 EB Ramps	I	Participate in interchange improvements through payment of TUMF program fees	All			

**[BALANCE OF PAGE INTENTIONALLY LEFT BLANK.]**

**END OF EXHIBIT "B"**

**Exhibit “C”**

**Acknowledgement of Termination**

RECORDING REQUESTED BY AND  
WHEN RECORDED RETURN TO:

City of Moreno Valley  
Attn: City Clerk  
P.O. Box 88005  
Moreno Valley, California 92552-0805

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**ACKNOWLEDGMENT OF TERMINATION OF DEVELOPMENT AGREEMENT  
WITH RESPECT TO SPECIFIED PROPERTY BY AND BETWEEN THE CITY OF  
MORENO VALLEY AND MORENO VALLEY PROPERTIES, LP, RELATIVE TO THE  
DEVELOPMENT KNOWN AS SPECIFIC PLAN NUMBER 218 AND AMENDMENTS  
THERE TO DATED JANUARY 12, 2006**

**Month, Day, 2011**

**ACKNOWLEDGEMENT OF TERMINATION OF DEVELOPMENT AGREEMENT  
WITH RESPECT TO SPECIFIED PROPERTY KNOWN AS PLANNING AREA TWO IN  
THE AQUABELLA SPECIFIC PLAN**

RECITALS

A. On \_\_\_\_\_, 2011, the City of Moreno Valley (“City”) and Moreno Valley Properties, LP (“Master Developer”) executed a First Amendment to that Certain Development Agreement By and Between the City of Moreno Valley and Moreno Valley Properties, LP relative to the development known as Specific Plan Number 218 and Amendments Thereto dated January 12, 2006. The development is commonly referred to as “Aquabella.”

B. The Amendment had the effect of removing approximately 13.2 gross acres representing less than two percent (2%) of the Project area from the coverage of the Agreement as described in the Amendment (defined as the “Removed Property”). The Removed Property is located at the northeast corner of Cactus Avenue and Lasselle Street in the City as set forth in the depiction set forth as Exhibit “A-2b” attached hereto. In the Aquabella Specific Plan, the Removed Property is described as Planning Area 2. A legal description of the Removed Property is set forth as Exhibit “A-2” attached hereto.

C. Pursuant to Section 3 of the Amendment, the Parties are required to execute and record this Acknowledgment of Termination within 30 calendar days following execution and recordation of the Amendment.

NOW, THEREFORE, in consideration of the above Recitals, and the Recitals set forth in the Amendment, all which are expressly incorporated into this Acknowledgment of Termination, the Parties agree as follows:

ACKNOWLEDGMENT OF TERMINATION

1. Termination of Agreement With Respect to the Removed Property. The Parties hereby acknowledge that the Development Agreement entered into by and between the City of Moreno Valley and Moreno Valley Properties, LP, Relative to the Development Known as Specific Plan Number 218 and Amendments Thereto dated January 12, 2006 is hereby terminated with respect to the Removed Property described in Exhibit “A-2.” Following the execution of the Amendment, the Agreement applies to that land legally described in Exhibit “A-1” and depicted in Exhibit “A-1b.”

2. Construction of Public Street and Traffic Signal Improvements -- Circulation and Phasing Improvement Program. Notwithstanding the termination of the Agreement with respect to the Removed Property, it is hereby acknowledged and agreed while the timing of the phasing has been changed by market forces, to the extent the Project proceeds, Master Developer agrees to construct all required public street and traffic signal improvements in accordance with the Circulation Program set forth in the Agreement as amended by the Amendment. When a future development plan for the Removed Property is submitted for the anticipated 220-unit rental or for sale condominium project, the City retains the legal right to analyze any specific traffic impacts of any proposed development for the Removed Property and the City may condition the

Removed Property to construct any improvements set forth in the Circulation Program and/or to construct or pay fair share amounts towards any other additional and necessary improvements identified in a separate traffic study prepared to analyze any impacts of any proposed development of the Removed Property. The Removed Property can be processed independently from the rest of the Project and vice-versa.

“MASTER DEVELOPER”

MORENO VALLEY PROPERTIES, LLC,  
a California limited liability company

By: \_\_\_\_\_  
Iddo Benzeevi, President

“CITY”

CITY OF MORENO VALLEY,  
a municipal corporation

By: \_\_\_\_\_  
Richard A. Stewart, Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

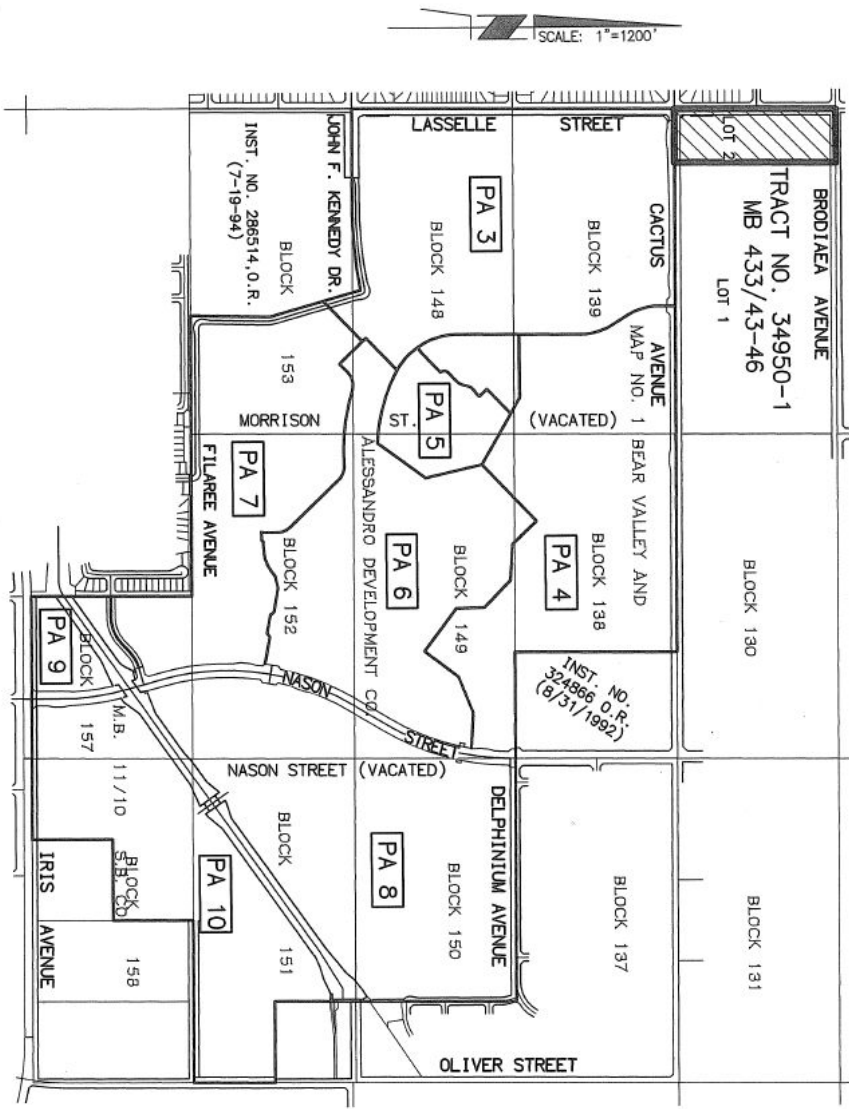
\_\_\_\_\_  
City Attorney

**Exhibit "A-2b"**

**Depiction of the Removed Property**



# EXHIBIT "A-2b"



AREA TO BE REMOVED FROM AQUABELLA DEVELOPMENT AGREEMENT	DATE	04/28/2011	SCALE	1" = 1200'	SHEET 1 OF 1
	JOB NO.	10107827-M1	<b>RBF</b> PLANNING ■ DESIGN ■ CONSTRUCTION 40810 COUNTY CENTER DRIVE, SUITE 100 TEMECULA, CALIFORNIA 92591-6022 951/676-8042 • FAX 951/676-7240 • WWW.RBF.COM		

**Exhibit "A-2"**

**Legal Description of the Removed Property**

RBF CONSULTING  
40810 County Center Drive, Suite 100  
Temecula, CA 92591

April 28, 2011  
JN 10-107827-M1

**EXHIBIT "A-2"**


**AREA TO BE REMOVED FROM AQUABELLA DEVELOPMENT AGREEMENT**

That certain parcel of land situated in the City of Moreno Valley, County of Riverside, State of California, being Lot 2 of Tract No. 34950-1 as shown on the map recorded in Book 433, Pages 43 through 46, inclusive of Maps in the Office of the County Recorder of said Riverside County, California.

**SUBJECT** to all covenants, rights, rights-of-way and easements of record.

**EXHIBIT "A-2b"** attached hereto and by this reference made a part hereof.

This description was prepared by me or under my direction.

 04/28/2011  
Thomas E. Verloop, PLS 5348 Date  
My license expires 12/31/11



**Exhibit "A-1"**

**Legal Description of Property Covered by the Agreement**

RBF CONSULTING  
40810 County Center Drive, Suite 100  
Temecula, CA 92591

April 28, 2011  
JN 10107827-M2

**EXHIBIT "A-1"**

**MODIFIED AREA - AQUABELLA DEVELOPMENT AGREEMENT**

Those certain parcels of land situated in the City of Moreno Valley, County of Riverside, State of California, being all of Blocks 138, 139, 148, 149, 152 and 153 of Map No. 1 of the Bear Valley and Alessandro Development Company filed in Book 11, Page 10 of Maps in the Office of the County Recorder of the County of San Bernardino, State of California (located within Sections 15, 16, 21 and 22, Township 3 South, Range 3 West, San Bernardino Meridian).

**ALSO** Lot 2 through 7, inclusive, of Block 150; Lots 2 through 8, inclusive of Block 151; Lots 1, 2, 7 and 8 of Block 157; and Lots 3, 4 and 5 of Block 158; as shown on said Map No. 1 of the Bear Valley and Alessandro Development Company.

**ALSO** Lot 1 of Tract No. 34950-1 as shown on the map recorded in Book 433, Pages 43 through 46, inclusive of Maps in the Office of the County Recorder of said Riverside County, California

**TOGETHER** with those portions of the Streets and Avenues vacated by Resolution of the Board of Supervisors of the County of Riverside, a Certified Copy of which was recorded on August 11, 1966 as Instrument No. 81996, of Official Records of said Riverside County, which would pass with a conveyance of said land.


**EXCEPTING** from Block 138 those portions described in the deed to the County of Riverside, recorded August 31, 1992 as Instrument No. 324866 of Official Records of said Riverside County.

**ALSO EXCEPTING** from Block 148 and Block 153 those portions described in the deed to the Moreno Valley Unified School District recorded July 19, 1994 as Instrument No. 286514 of Official Records of said Riverside County.

**SUBJECT** to all covenants, rights, rights-of-way and easements of record.

**EXHIBIT "A-1b"** attached hereto and by this reference made a part hereof.

This description was prepared by me or under my direction.

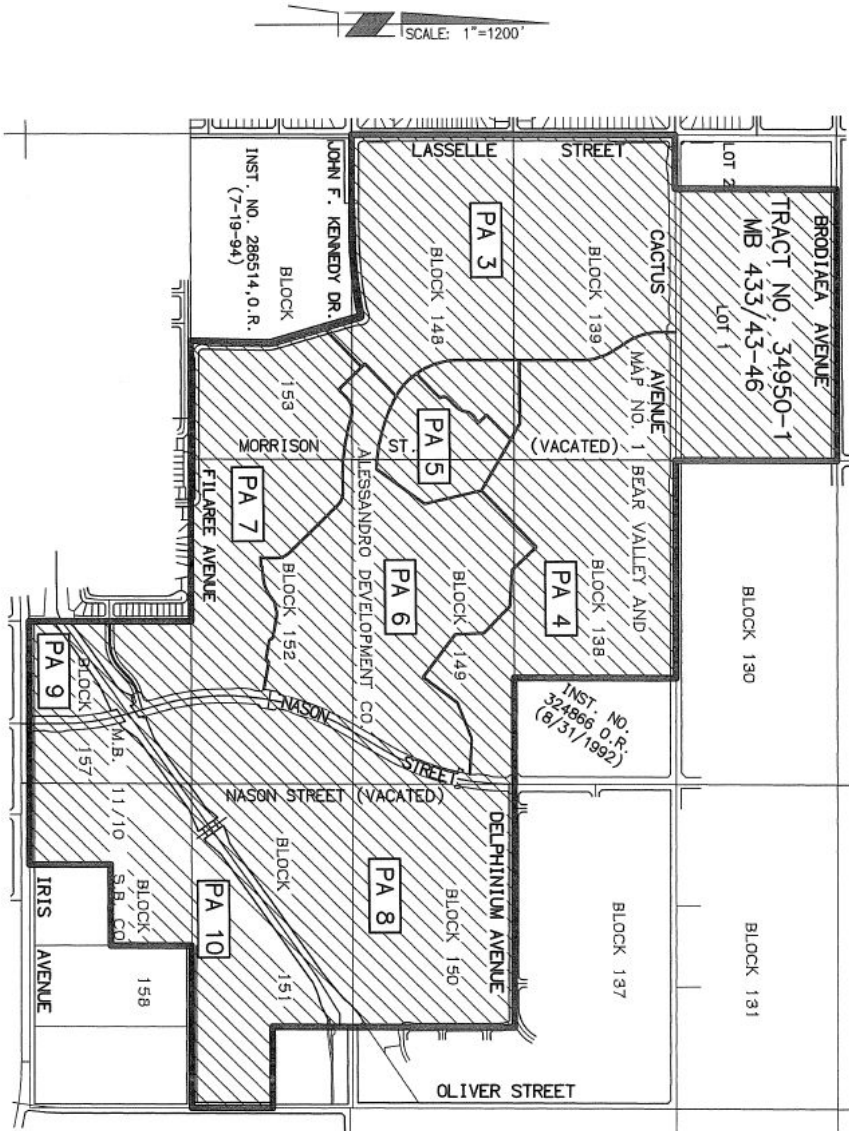
 04/28/2011  
Thomas E. Verloop, PLS 5348 Date  
My license expires 12/31/11



**Exhibit "A-1b"**

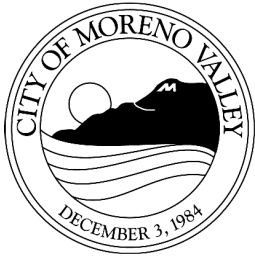
**Depiction of the Property Covered by the Agreement**

# EXHIBIT "A-1b"



SCALE: 1"=1200'

MODIFIED AREA AQUABELLA DEVELOPMENT AGREEMENT	DATE 04/28/2011	SCALE 1"=1200'	SHEET 1 OF 1 JOB NO. 10107827-M2	<b>RBF</b> CONSULTING PLANNING ■ DESIGN ■ CONSTRUCTION 4080 COUNTY CENTER DRIVE, SUITE 100 TEMECULA, CALIFORNIA 92591-6022 951.676.8042 • FAX 951.676.7240 • WWW.RBF.COM
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## PLANNING COMMISSION STAFF REPORT

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Case: PA08-0098 – Zone Change  
PA10-0017 – Municipal Code Amendment  
PA08-0097 – Plot Plan  
PA09-0022 – Tentative Parcel Map No. 36207  
P08-133 – Environmental Impact Report

Date: May 12, 2011

Applicant: Ridge Rancho Belago LLC

Representative: Dennis Rice

Location: South side of State Route 60, on the north side of Eucalyptus Avenue and approximately 650 feet west of Redlands Boulevard

Proposal: Plot Plan for a 937,260 square foot warehouse facility on 55 acres; a Zone Change from Business Park to Light Industrial; Tentative Parcel Map No. 36207 to create a single parcel; and a Municipal Code amendment to Chapter 9.05 Industrial Districts to provide a minimum separation or buffering of warehouse/industrial facilities over 50,000 square feet from adjacent residential districts. An Environmental Impact Report has been prepared for the proposal.

Redevelopment Area: No

Recommendation: Approval

### SUMMARY

This project proposes the development of a 937,260 square foot warehouse facility on 55 acres. The project requires approval of a tentative parcel map, Zone Change and a Municipal Code Amendment, and certification of a Final EIR.



**PROJECT DESCRIPTION**

The applicant, Ridge Rancho Belago, LLC, has submitted five applications for development of the West Ridge Commerce Center Project, which include a Zone Change, a Municipal Code Amendment, a Plot Plan, a Tentative Parcel Map, and an Environmental Impact Report, in order to develop a 937,260 square foot warehouse facility on a 55-acre site (Assessor's Parcel Numbers 488-330-003 through -006 and -026) located on south side of the Moreno Valley Freeway, on the north side of Fir Avenue/Future Eucalyptus Avenue and approximately 650 feet west of Redlands Boulevard.

Zone Change

The project site is currently zoned Business Park (BP) with a Business Park (BP) General Plan land use designation. The Business Park zone limits warehouse buildings to no more than 50,000 square feet. A Zone Change to Light Industrial (LI) is required to allow the larger building proposed by the project. Both the BP and LI zones are compatible with the BP General Plan land use designation.

Land uses to the west include a mix of BP and various residential zones and to east properties are zoned Community Commercial and Light Industrial. Land uses to the south across future Eucalyptus are Residential 2 (Residential – up to 2 units per acre). In other portions of the City, the BP zone provides a buffer between the LI zone and residential zones. In providing for this separation or buffering for the proposed project, a new standard within Chapter 9.05 Industrial Districts of Title 9 and is presented as Municipal Code Amendment in the following section.

Municipal Code Amendment

Buffering of the proposed warehouse/industrial development from the residentially zoned properties to the south was a concern raised and reviewed for the project. Future Eucalyptus Avenue will separate the proposed project from the residentially zoned properties to the south. There is an existing single family residence immediately to the south of the project site, this residence and the vacant residential property to the south have been reviewed as sensitive receptors.

In order to provide greater compatibility between current and proposed land uses, the air quality study included in the project Environmental Impact Report (EIR) proposes a buffer zone of approximately 250 feet from the project's truck court to the residential zone to the south (centerline of Fir Avenue/Future Eucalyptus Avenue).

The Municipal Code currently identifies the Business Park (BP) district as the zone to "provide a transition between residential and other sensitive uses and more intense industrial and warehousing uses".

**Planning Commission Staff Report**  
**Page 3**

Application PA10-0017 for a Municipal Code Amendment proposes to add a standard to the Light Industrial zone that would require industrial and warehouse structures greater than 50,000 square feet in building area to be separated from any Residential district as determined by an air quality and noise impact analysis. The minimum separation distance for such uses shall be 250 feet between the Residential district and the building, truck court or loading area.

If approved, the proposed amendment would be effective City-wide.

Please see Exhibit E to Planning Commission Resolution No. 2011-13 for a copy of the proposed revisions to Chapter 9.05 Industrial Districts of Title 9.

Plot Plan

The Plot Plan is for a 937,260 square foot warehouse distribution facility, to be located on 55 acres located south of the Moreno Valley Freeway and approximately 650 east of Redlands Boulevard. The warehouse facility is a permitted use in the existing Business Park zone and also permitted in the proposed Light Industrial zone. The building is set back 435 from the centerline of Fir/Future Eucalyptus Street while the adjacent truck court is set back 250 from the centerline of Fir/Future Eucalyptus Street.

The warehouse facility includes 173 loading docks with roll-up doors, truck staging and parking areas for 175 trailers within the enclosed truck court, two office areas and 307 parking spaces for employees and visitors. Proposed parking exceeds the City's requirements for truck and employee/visitor parking for a warehouse use.

The loading and truck parking areas have been placed on the northern and southern elevations and are screened by perimeter concrete tilt-up walls with slopes with a tree row also required along the State Route 60 frontage. The lettered lot at the northeast corner of the site will be planted with groundcover and maintained by the applicant/developer until the property is transferred to Caltrans for future development of the reconfigured Redlands Boulevard offramp.

The project has been conditioned to provide standard parking lot and setback landscape to include ground cover shrubs and trees. Two on-site detention/water quality basins will be extensively landscaped. The project's Fir Avenue/Future Eucalyptus Avenue frontage will be developed with curb, gutter, parkway, sidewalk and a segment of multi-use trail.

Tentative Parcel Map

Tentative Parcel Map No. 36207 is proposed to combine the five parcels located within the project site into a single 55 acre parcel with lettered lots to convey property to Caltrans for future development of a new off-ramp and to Riverside County Flood Control for maintenance of a portion of the adjacent Quincy Channel.

## **Planning Commission Staff Report**

### **Page 4**

#### **Site**

The project site is comprised of vacant land that is mostly level and at grade with Fir Avenue/Future Eucalyptus Avenue and at or below grade of adjacent State Route 60. There are no trees, rock outcroppings or existing structures located within the limits of the project site. The project site includes a portion of the Quincy Channel which includes some riparian vegetation.

#### **Surrounding Area**

The project is located in an area that includes a mix of business park, office, commercial, residential and agricultural uses. Developed land within proximity to the project site includes citrus groves, the Moreno Valley Auto Mall and Moreno Beach Plaza (Walmart) center to the west at Moreno Beach Drive, the 1.8 million square foot Highland Fairview Business Park (Skechers) warehouse facility under construction to the east between Redlands and Theodore and large lot subdivisions approximately 1/4 mile to the south in the RA-2 zone. Developed uses to the north on the other side of State Route 60 include an RV storage site, a telecommunications antenna, a residence and a feed store.

The vacant 120 acre site to the west is currently proposed for development of a 2.2 million square foot industrial park by ProLogis, The site for this neighboring project is currently zoned Business Park, Business Park Mixed Use, R15, R5, and RA-2. That applicant is proposing a General Plan Amendment and Zone Change from existing zoning to Light Industrial.

#### **Access**

The project site will be accessed directly from Fir Avenue/Future Eucalyptus Avenue via Redlands Boulevard and State Route 60. This portion of Fir Avenue/Future Eucalyptus Avenue would be constructed by the applicant/developer as a condition of the project.

The driveways and interior drive aisles associated with the project have been approved by the Fire Prevention Bureau for fire truck access and turnaround. The site has also been designed for adequate truck maneuvering and turnaround within the designated loading zones located on the north and south elevations of the building.

#### **Design**

Site design of the proposed warehouse distribution facility is consistent with requirements of the City's Municipal Code.

The architectural design of the building is a concrete tilt-up construction. Building and wall colors include earthtones, with varying amounts of accent colors and vertical features to break up the architecture of building. Roof top equipment will be screened from public view by parapet walls.

**Planning Commission Staff Report**  
**Page 5**

Staff worked with the applicant to ensure that all sides of the building include architectural treatment. The loading bays and trailer storage areas along the northern and southern elevations have been screened from view. The screen wall along the south elevation is a fourteen (14) foot wall of concrete tilt-up construction which will match the building design and colors.

Landscaping for the site is proposed at around 13% of the site area including the water quality/detention basins. The City's Municipal Code does not require a minimum percentage of landscape on a site. Instead, there are requirements for landscape setback areas along perimeter streets, parking lot landscape, street trees and landscape treatments around the perimeter of the buildings where visible from the public right-of-way. The project as designed meets the City's current landscape criteria.

Signs are not a part of this approval and will be reviewed and approved under separate administrative permit.

**REVIEW PROCESS**

In the review of this project, consideration was given to the potential impact to surrounding land uses by the proposed Zone Change and Municipal Code Amendment as well as the Plot Plan for the warehouse facility.

Upon review at PRSC on November 19, 2008, modifications were required to the site plan. Comments from staff included revisions to the layout of the parking lot, access from adjacent roads, screening, architecture, typical street sections, grading and the submittal of required technical studies.

Subsequent PRSC reviews occurred in May and September 2009, and April, August and November 2010. Upon review of a final draft of the site plan and completion of the Final Environmental Impact Report, a determination was made to schedule this project for a Planning Commission public hearing on May 12, 2011.

The applicant held a community meeting on February 27, 2008, to present the project to neighboring property owners. There were approximately 30 people in attendance. Concerns raised at the meeting were related to the proposed land use changes, traffic, noise, light and glare, aesthetics, quality of life, impacts to property values, air quality, crime, and storm runoff.

**ENVIRONMENTAL**

Initial Study/Notice of Preparation

An Initial Study was completed after all discretionary applications were deemed complete. Based on the information within the Initial Study, an Environmental Impact Report (EIR) was recommended to be prepared. A Notice of Preparation for the EIR was issued on October 1, 2009, with the public comment period beginning on October 5, 2009 and ending on November 3, 2009. A public meeting to receive input on the issues to be covered by the EIR was held at City Hall on October 28, 2009.

Draft Environmental Impact Report

Subsequent to that meeting, draft environmental documents were prepared by the applicant's consultant Applied Planning and submitted to the City and its peer consultant for review.

City staff and the peer review consultant reviewed the draft environmental documents for compliance with the California Environmental Quality Act (CEQA) Guidelines and required revisions to address identified questions and concerns. After revisions were incorporated into the document, the Draft EIR was circulated for a 45-day public review period, starting on October 22, 2010, and ending on December 6, 2010. A public information meeting was held during the comment period on December 2, 2010

The Draft EIR was sent to all required State and local agencies and numerous interested parties on October 18, 2010, as well as to the City's Environmental and Historical Preservation Board. Twenty-four comment letters were provided during the 45-day review period. An additional two letters were received after the end of the review period.

Final Environmental Impact Report

Responses to the twenty-four comments received during the 45 day review period are included in the Response to Comments. Comment letters were received on December 10, 2010, from the South Coast Air Quality Management District and from a resident, Tom Hyatt. Due to the lateness of the letters, they were not included in the Response to Comments and instead have been addressed in a separate attachment to this staff report.

The Response to Comments and related documents were mailed to all interested parties and responsible agencies on April 28, 2011, to allow for their review prior to Planning Commission hearing, in excess of the minimum notice period of 10 days required by CEQA. As was the case with the Draft EIR, the draft Final EIR was provided for public review at City Hall, the City Library and posted on the City's website.

## **Planning Commission Staff Report**

### **Page 7**

#### Significant and Unavoidable Impacts

Analysis presented in the EIR indicates that the proposed project will have a number of potentially significant impacts, either as direct result of the proposed project or cumulatively with other proposed projects on traffic and circulation, air quality, noise, and aesthetics. The EIR includes a number of proposed mitigation measures to reduce or eliminate potential significant impacts. Even with proposed mitigation, a number of potential impacts cannot be reduced to a less than significant level. As identified in the document, these noted impacts above are considered to be significant and unavoidable.

Although impacts to traffic and circulation, air quality, noise, and aesthetics cannot be reduced to less than significant levels, CEQA allows a decision making body to consider a statement of overriding considerations and findings. CEQA requires the decision making agency to balance the economic, legal, social, technological or other benefits of a proposed project against its unavoidable environmental impacts when determining whether to approve the proposed project. This would include project benefits such as the creation of jobs or other beneficial project features versus project impacts that cannot be mitigated to less than significant levels. If the decision making body determines that the benefits of a proposed project outweigh the unavoidable adverse environmental effects, it may approve a statement of overriding considerations and approve the project.

#### Mitigation Measures

The EIR includes mitigation measures intended to reduce project-specific and cumulative impacts for Traffic and Circulation, Air Quality/Greenhouse Gas Emissions, Noise, Water Supply, Cultural Resources, and Biological Resources. All other environmental effects evaluated in the EIR are considered to be less than significant, or can be adequately mitigated below significant thresholds.

Mitigation measures are included to reduce the environmental impacts where possible, even where the impacts could not be reduced to less than significant levels. All mitigation measures have also been included as conditions of approval for the project.

#### Approval and Certification

The Planning Commission will take public testimony on the EIR and project and forward a recommendation to City Council. Before the proposed project can be acted upon, the City Council will need to review the final environmental document, receive public testimony and either certify or reject the EIR and project Mitigation Monitoring Program.

**Planning Commission Staff Report**  
**Page 8**

Municipal Code Amendment

Although the proposed Municipal Code Amendment will be effective Citywide, it is considered a minor alteration to land use limitations which qualifies as exempt under California Environmental Quality Act Guidelines, per Section 15305, as a Class 5 Categorical Exemption.

**NOTIFICATION**

Public notice was sent to all property owners of record within 300' of the project. The public hearing notice for this project was also posted on the project site and published in the local newspaper. As of the date of report preparation, staff had received no public inquiries in response to the noticing for this project.

**REVIEW AGENCY COMMENTS**

Staff received the following responses to the Project Review Staff Committee transmittal; which was sent to all responsible reviewing agencies.

<b><u>Agency</u></b>	<b><u>Response Date</u></b>	<b><u>Comments</u></b>
Southern California Edison	October 27, 2008	No Issues
Riverside County Flood Control	December 1, 2008	District Master Plan Facilities

Conditions of approval have been included to address concerns from the responding agencies.

**STAFF RECOMMENDATION**

Staff recommends that the Planning Commission **ADOPT** Resolution No. 2011-13 and thereby **RECOMMEND** that the City Council take the following actions:

1. **APPROVE AND CERTIFY** that the Environmental Impact Report (EIR) for the West Ridge Commerce Center Project (Exhibit A) has been completed in compliance with the California Environmental Quality Act; and
2. **APPROVE** Zone Change PA08-0097 for 55 acres from Business Park (BP) to Light Industrial (LI) as shown on Exhibit B;
3. **APPROVE** Municipal Code Amendment PA10-0017 to provide for setbacks and buffering of warehouse/industrial building from adjacent residential zones as shown on Exhibit C;
4. **APPROVE** PA08-0097 (Plot Plan), subject to the attached conditions of approval included as Exhibit D; and

**Planning Commission Staff Report**  
**Page 9**

5. **APPROVE** PA09-0022 (Tentative Parcel Map No. 36207), subject to the attached conditions of approval included as Exhibit E.

Prepared by:

Jeff Bradshaw  
Associate Planner

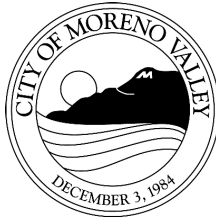
Approved by:

John C. Terell, AICP  
Planning Official

**ATTACHMENTS:**

1. Public Hearing Notice
2. Planning Commission Resolution No. 2011-13  
Exhibit A - Final Environmental Impact Report  
Exhibit B – Zone Change Map  
Exhibit C – Municipal Code Amendment  
Exhibit D – Plot Plan Conditions of Approval  
Exhibit E – Parcel Map Conditions of Approval
3. Site Plan
4. Elevations
5. Color Rendering
6. Cross Sections – Line of Sight
7. Preliminary Landscape Plan
8. Tentative Parcel Map 36207
9. Aerial Photograph
10. Response to SCAQMD comments
11. Response to Tom Hyatt comments





## NOTICE OF PLANNING COMMISSION PUBLIC HEARING

THE PLANNING COMMISSION WILL CONSIDER A PLOT PLAN (PA08-0097) FOR A 937,260 SQUARE FOOT WAREHOUSE DISTRIBUTION FACILITY ON 55 ACRES, AN AMENDMENT (PA10-0017) TO MUNICIPAL CODE CHAPTER 9.05, A ZONE CHANGE (PA08-0098) FROM BUSINESS PARK TO LIGHT INDUSTRIAL, TENTATIVE PARCEL MAP NO. 36207 (PA09-0022) AND AN ENVIRONMENTAL IMPACT REPORT (P08-133).

**Applicant:** Ridge Rancho Belago, LLC  
**Owner:** Ridge Rancho Belago, LLC  
**Representative:** Inland Empire Development Services  
**A.P. No's.:** 488-330-003 through -006 and -026  
**Location:** South side of State Route 60, on the north side of Eucalyptus Avenue and 650 west of Redlands Boulevard

**Proposal:** Plot Plan for a 937,260 square foot distribution warehouse facility on 55 acres. The warehouse building includes 173 dock doors and provides parking for 307 employees/visitors and 175 trailer parking spaces within the enclosed truck court. The project site is currently zoned Business Park which limits warehouse buildings to no more than 50,000 square feet. A Zone Change to Light Industrial is required to allow the larger building proposed by the project. Tentative Parcel Map No. 36207 proposes to combine the multiple parcels of the project site into a single parcel. This project also requires approval of a Municipal Code amendment to Chapter 9.05 Industrial Districts to require a minimum separation or buffering of warehouse facilities over 50,000 square feet from adjacent Residential districts. The proposed amendment will be effective citywide.

**Environmental Determination:**  
• Environmental Impact Report

**Council District:** 3

**Staff Recommendation:** Approval

In connection with the item mentioned above, the Planning Commission may consider any appropriate modification or alternative to the project or the environmental determination. If an environmental determination is not approved, the approval of the project will not be considered.

Any person affected or concerned by the proposal may submit written comments to the Planning Division prior to the Planning Commission meeting date listed below. In the case of public hearing items, any person may also appear and be heard in support or in opposition to any project or recommended environmental determination at the time of hearing.

Any person interested in the proposal may contact the Community & Economic Development Department at 14177 Frederick Street, Moreno Valley, California during normal business hours (7:30 a.m. to 5:30 p.m., Monday through Thursday), or may telephone (951) 413-3224 for further information. The environmental findings, project application, and other supporting documents will be available for public inspection at the above address.

If you challenge this item in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the Planning Commission on or before the following meeting date:

<b><u>Date and Time:</u></b>	May 12, 2011, at 7:00 P.M.
<b><u>Location:</u></b>	City Hall Council Chambers 14177 Frederick Street Moreno Valley, California 92552-0805
<b><u>Planner:</u></b>	Jeff Bradshaw
<b><u>Telephone:</u></b>	(951) 413-3224

## PLANNING COMMISSION RESOLUTION NO. 2011-13

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY RECOMMENDING THAT THE CITY COUNCIL APPROVE APPLICATION NO'S. P08-133 (FINAL ENVIRONMENTAL IMPACT REPORT), PA08-0098 (ZONE CHANGE FOR 55 ACRES FROM BP TO LI), PA10-0017 (MUNICIPAL CODE AMENDMENT TO CHAPTER 9.05 OF TITLE 9), PA08-0097 (PLOT PLAN FOR A 937,260 SQUARE FOOT WAREHOUSE), AND PA09-0022 (TENTATIVE PARECEL MAP NO. 36207).

### Section 1:

**WHEREAS**, the applicant, Ridge Rancho Belago, LLC submitted applications for the West Ridge Commerce Center Project which include an Environmental Impact Report (P08-133) a Zone Change (PA08-0098), a Municipal Code Amendment (PA10-0017), a Plot Plan for a 937,260 square foot warehouse (PA08-0097), and Tentative Parcel Map No. 36207 (PA09-0022). The above applications shall not be approved unless the Final Environmental Impact Report (P08-133) is certified and approved;

**WHEREAS**, the applicant, Ridge Rancho Belago, LLC, worked with the City in the preparation of an Initial Study checklist and a Notice of Preparation (NOP). A Notice of Completion and Environmental Document Transmittal was filed with the State Clearinghouse on October 1, 2009 for the Notice of Preparation (NOP) of a Draft EIR for the project. The public review period of the NOP was October 5, 2009 through November 3, 2009. A public scoping meeting was held in connection with the NOP on October 28, 2009 in the Council Chamber at City Hall;

**WHEREAS**, the applicant, Ridge Rancho Belago, LLC worked with the City in early 2010 in the review of NOP response comments for the preparation of a Draft Environmental Impact Report (EIR) for this project. The Draft EIR was circulated to the public and to responsible agencies for comments for a 45 day period beginning on October 22, 2010 and ending on December 6, 2010. A public information meeting was held in connection with the comment period on December 2, 2010 in the Council Chamber at City Hall;

**WHEREAS**, the City has prepared responses, which have been included in the Final EIR, to all comments received during the 45 day comment period;

**WHEREAS**, on April 28, 2011, the City published a notice in the local newspaper (Press Enterprise) and distributed copies of the draft Final EIR to the State Clearinghouse, local agencies and other interested parties;

Attachment 2

**WHEREAS**, the draft and final EIR concerning the proposed West Ridge Commerce Center Project were prepared in sufficient detail and duly circulated in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the City of Moreno Valley Rules and Procedures to Implement CEQA;

**WHEREAS**, since October 22, 2010, copies of the draft EIR have been made available to the public at the City's offices, on the City's website and at the City's public library;

**WHEREAS**, the final EIR includes a review of potential impacts associated with the implementation of the West Ridge Commerce Center Project, including, but not limited to aesthetics, air quality, biological resources, cultural resources, hydrology and water quality, land use, noise, transportation/traffic, and utilities/service systems;

**WHEREAS**, a Mitigation Monitoring Program has been completed to ensure that all of the mitigation measures outlined in the final EIR are implemented;

**WHEREAS**, A Final EIR, (including the Draft EIR, and responses to comments), has been completed and is being recommended for certification, prior to the approval of discretionary permits related to the project;

**WHEREAS**, on May 12, 2011, the Planning Commission conducted a public hearing to consider the Final EIR for the proposed project;

**WHEREAS**, on May 12, 2011, the Planning Commission forwarded the Final Environmental Impact Report (EIR) document to the City Council for consideration;

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, BE IT RESOLVED**, it is hereby found, determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on May 12, 2011, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. **Independent Judgment and Analysis** – The Final Environmental Impact Report represent the City's independent judgment and analysis.

**FACT:** A public hearing was conducted by the Planning Commission on May 12, 2011, during which opportunity was given to address the adequacy of the Final Environmental Impact Report. All comments on the Final EIR raised during the public and agency comment period and at the Public Hearing(s) on the project were considered by the Planning Commission.

**Section 2:**

**WHEREAS**, the applicant, Ridge Rancho Belago, LLC, filed Application No. PA08-0098, requesting an amendment to the zoning classification for certain property, as described in the title of this resolution and the attached Exhibit B.

**WHEREAS**, on May 12, 2011, the Planning Commission of the City of Moreno Valley held a public hearing to consider the subject applications and all of the environmental documentation prepared for the project.

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**WHEREAS**, the Planning Commission considered the Final Environmental Impact Report prepared for the project for the purpose of compliance with the California Environmental Quality Act (CEQA). The above application shall not be approved unless the Final Environmental Impact Report (P08-133) is certified and approved.

**NOW, THEREFORE, BE IT RESOLVED**, it is hereby found, determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on May 12, 2011, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. **Conformance with General Plan Policies** – The proposed amendment is consistent with the General Plan, and its goals, objectives, policies and programs.

**FACT:** The project proposes a change to the Zoning Atlas for properties located within Assessor's Parcel Numbers 488-330-003 through -006 and -026 from Business Park (BP) to Light Industrial (LI). Potential impacts to traffic and air quality have been examined through the preparation of a Final Environmental Impact Report. Subject to approval of the Final Environmental Impact Report, the

proposed Zone Change is consistent with and does not conflict with the goals, objective, policies or programs of the General Plan.

- 2. Health, Safety and Welfare** – The proposed amendment will not adversely affect the public health, safety or general welfare.

**FACT:** The proposed Zone Change will not adversely affect the public health, safety or general welfare. A Final EIR has been prepared to address the potential environmental impacts of the Zone Change in accordance with the provisions of the California Environmental Quality Act (CEQA). Subject to approval of the Final EIR, the proposed Zone Change will not have a significant affect on public health or be materially injurious to surrounding properties or the environment as a whole.

- 3. Conformance with the Zoning Regulations** – The proposed pre-zoning is consistent with the purposes and intent of Title 9 of the City of Moreno Valley Municipal Code.

**FACT:** The applicant has met the City's Municipal Code and other regulations to change the zone. As proposed, the zone change from BP to LI for the 55 acre project site is consistent with the purposes and intent of Title 9.

### **Section 3:**

**WHEREAS**, the applicant, the City of Moreno Valley, has filed an application for the approval of PA10-0017, requesting an amendment to the City's Municipal, which proposes revisions to Chapter 9.05 of Title 9, as described in the title of this resolution and the attached Exhibit C. The proposed amendment will be effective citywide. This Municipal Code Amendment is being processed concurrently with the related project applications described in the title of this resolution.

**WHEREAS**, on May 12, 2011, the Planning Commission of the City of Moreno Valley held a public hearing to consider the subject applications and all of the environmental documentation prepared for the project.

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**WHEREAS**, the Planning Commission considered the Final Environmental Impact Report prepared for the project for the purpose of compliance with the California Environmental Quality Act (CEQA). The above application shall not be approved unless the Final Environmental Impact Report (P08-133) is certified and approved.

**WHEREAS**, pursuant to Government Code Section 66020(d)(1), **NOTICE IS HEREBY GIVEN** that this project is subject to certain fees, dedications, reservations and other exactions as provided herein.

**NOW, THEREFORE, BE IT RESOLVED**, it is hereby found, determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on May 12, 2011, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. **Conformance with General Plan Policies** – The proposed amendment is consistent with the General Plan, and its goals, objectives, policies and programs.

**FACT:** The General Plan encourages a mix of industrial uses to provide a diversified economic base and ample employment opportunities. Stated policies require the avoidance of adverse impacts on surrounding properties and the screening of industrial uses to reduce glare, noise, dust, vibrations and unsightly views. The provision of a minimum separation or buffering of warehouse facilities over 50,000 square feet from adjacent Residential districts would provide opportunities for future development of industrial land uses that would achieve the objectives of the City of Moreno Valley's General Plan. The changes proposed to Chapter 9.05 of Title 9 of the Municipal Code are consistent with the General Plan and do not conflict with the goals, objectives, policies, and programs established within the Plan.

2. **Health, Safety and Welfare** – The proposed amendment will not adversely affect the public health, safety or general welfare.

**FACT:** Although the proposed amendment will be effective citywide, it addresses minor land use matters and does not have the potential to adversely affect the public health, safety or welfare of the population residing in the City of Moreno Valley or surrounding jurisdictions. As a minor alteration to land use limitations, the Municipal Code Amendment is determined to be exempt under California Environmental Quality Act Guidelines, per Section 15305, as a Class 5 Categorical Exemption.

3. **Conformance with Title 9** – The proposed amendment is consistent with the purposes and intent of Title 9.

**FACT:** As proposed, the Municipal Code Amendment is consistent with the purposes and intent of Title 9.

#### **Section 4:**

**WHEREAS**, Ridge Rancho Belago, LLC, has filed an application for the approval of PA08-0097, a plot plan for a 937,260 square foot warehouse distribution facility on 55 acres, as described in the title of this Resolution.

**WHEREAS**, on May 12, 2011, the Planning Commission of the City of Moreno Valley held a meeting to consider the application.

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**WHEREAS**, there is hereby imposed on the subject development project certain fees, dedications, reservations and other exactions pursuant to state law and City ordinances;

**WHEREAS**, pursuant to Government Code Section 66020(d)(1), **NOTICE IS HEREBY GIVEN** that this project is subject to certain fees, dedications, reservations and other exactions as provided herein.

**NOW, THEREFORE, BE IT RESOLVED**, it is hereby found, determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on May 12, 2011, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. **Conformance with General Plan Policies** – The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

**FACT:** The General Plan encourages a mix of industrial uses to provide a diversified economic base and ample employment opportunities. Stated policies require the avoidance of adverse impacts on surrounding properties and the screening of industrial uses to reduce glare, noise, dust, vibrations and unsightly views. The project as designed and conditioned would achieve the



objectives of the City of Moreno Valley's General Plan. The proposed project is consistent with the General Plan and do not conflict with the goals, objectives, policies, and programs established within the Plan.

2. **Conformance with Zoning Regulations** – The proposed use complies with all applicable zoning and other regulations.

**FACT:** The project site is current zoned BP. The project proposes a Zone Change to LI to allow for a building larger than 50,000 square feet. Subject to approval of the related Zone Change application (PA08-0098) the proposed use will comply with all applicable zoning other regulations. The project is designed in accordance with the provisions of Chapter 9.05 Industrial Districts of the City's Municipal Code.

3. **Health, Safety and Welfare** – The proposed use will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

**FACT:** The proposed 937,260 square warehouse facility as designed and conditioned will not adversely affect the public health, safety or general welfare. A Final EIR has been prepared to address the potential environmental impacts of the project in accordance with the provisions of the California Environmental Quality Act (CEQA). Subject to approval of the Final EIR, the proposed Zone Change will not have a significant affect on public health or be materially injurious to surrounding properties or the environment as a whole.

4. **Conformance with City Redevelopment Plans** – The proposed use conforms with any applicable provisions of any city redevelopment plan.

**FACT:** This project is not located within the boundaries of the City of Moreno Valley Redevelopment Project Area, so conformance with applicable provisions of the redevelopment plan is not a requirement.

5. **Location, Design and Operation** – The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

**FACT:** The project is located on the south side of State Route 60 and east of the Moreno Valley Auto Mall. Land uses to the north include the freeway with BP zone land to the west and Community

Commercial zone land to the east. South of the facility on the other side of Fir Avenue/Future Eucalyptus Avenue is vacant RA-2 zone land with tract homes in the RA-2 zone approximately ¾ miles further south. The proposed warehouse distribution facility is a permitted use in both the BP and LI zones, but the size proposed by the project requires a Zone Change and the proximity to the Residential district to the south requires a Municipal Code Amendment to establish a minimum separation or buffering of warehouse facilities over 50,000 square feet from adjacent Residential districts. As designed and conditioned and subject to approval of the above mentioned Zone Change and Municipal Code Amendment, is compatible with existing and proposed land uses in the vicinity.

### **Section 5:**

**WHEREAS**, the applicant, Ridge Rancho Belago, LLC, has filed an application for the approval of PA09-0022 or Tentative Parcel Map No. 36207 to combine the existing five parcels located within the project site into a single 55 acre.

**WHEREAS**, on May 12, 2011, the Planning Commission of the City of Moreno Valley held a public hearing to consider the subject applications and the environmental documentation prepared for the project.

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**WHEREAS**, the Planning Commission considered the initial study prepared for the project for the purpose of compliance with the California Environmental Quality Act (CEQA). Based on the initial study, it was determined that the project will not result in significant environmental impacts, therefore adoption of a Negative Declaration is recommended.

**WHEREAS**, there is hereby imposed on the subject development project certain fees, dedications, reservations and other exactions pursuant to state law and City ordinances;

**WHEREAS**, pursuant to Government Code Section 66020(d)(1), **NOTICE IS HEREBY GIVEN** that this project is subject to certain fees, dedications, reservations and other exactions as provided herein.

**NOW, THEREFORE, BE IT RESOLVED**, it is hereby found, determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

- A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on May 12, 2011, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. **Conformance with General and Specific Plans** – That the proposed land division is consistent with applicable general and specific plans.

**FACT:** The proposed tentative parcel map is consistent with the General Plan designation of Business Park for the project site. The proposed parcel map will combine the existing five parcels located within the project site into a single 55 acre parcel. The proposed land division is consistent with existing goals, objectives, policies and programs of the general plan.

2. **Design Conformance with General and Specific Plans** – That the design or improvement of the proposed land division is consistent with applicable general and specific plans.

**FACT:** The tentative parcel map as designed and conditioned will provide improvements that are consistent with the requirements of the project site's General Plan land use designation of Business Park.

3. **Physically Suitable for Proposed Development** – That the site of the proposed land division is physically suitable for the type of development.

**FACT:** The project site is comprised of multiple vacant rectangular shaped parcels that are mostly flat. The project is located on the south side of State Route 60 and east of the Moreno Valley Auto Mall. Land uses to the north include the adjacent freeway with Office zoned land north of the freeway. Land uses to the east include a mix of vacant Business Park, and residential zoned land. Land uses to the east include vacant Community Commercial zoned land. Land uses to the south include vacant RA-2 zone land on the other side of Fir Avenue/Future Eucalyptus Avenue with developed tract homes located approximately  $\frac{3}{4}$  miles to the south. Overall, the project site is well suited for future development of industrial land uses.

4. **Physically Suitable for Proposed Density** – That the site of the proposed land division is physically suitable for the proposed density of the development.

**FACT:** The project site is mostly flat and at grade along Fir Avenue/Future Eucalyptus Avenue. The parcel map is designed in accordance with the provisions of the City's Municipal Code. The project site is physically suitable for the subdivision.

5. **Protection of Fish or Wildlife Habitat** – 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.

**FACT:** A Final EIR has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA), concluding that with mitigation and as conditioned and designed, the proposed subdivision would result in less than significant impacts to Fish and Wildlife resources. The project has also been determined to be consistent with the Multiple Species Habitat Conservation Plan (MSHCP).

6. **Health, Safety and Welfare** – That the design of the proposed land division or the type of improvements are unlikely to cause serious public health problems.

**FACT:** As conditioned, the proposed parcel map would not cause serious public health problems. The Eastern Municipal Water District will provide water and sewer services to the project site. There are no known hazardous conditions associated with the property, the design of the land division or the type of improvements.

7. **Easements** – That the design of the land division 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.

**FACT:** The tentative parcel map has been designed to accommodate and not conflict with existing easements on the subject site including utility and storm drain easements.

8. **Consistent with Applicable City Ordinances** – That the proposed land division and the associated design and improvements are consistent with applicable ordinances of the city.

**FACT:** The tentative parcel map is designed in accordance with the provisions of the City's Municipal Code.

9. **Passive or Natural Heating and Cooling** – That the design of the land division provides, to the extent feasible, for future passive or natural heating and cooling opportunities in the subdivision.

**FACT:** The design of this parcel map, to the extent feasible, allows solar access for passive heating and opportunities for placement of shade trees and other vegetation for cooling.

10. **Regional Housing** – 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.

**FACT:** The project does not exceed the planned density, the associated public service demand, or the demand for environmental resources envisioned by the Moreno Valley General Plan. The project will supplement the City's fiscal resources by paying impact fees for public facilities. Additionally, future residents will pay Community Services District fees, property tax, sales tax and other taxes and fees that will be used to provide landscape maintenance as well as police, fire and other public services.

## **Section 6:**

### **FEES, DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS**

#### **1. FEES**

Impact, mitigation and other fees are due and payable under currently applicable ordinances and resolutions. These fees may include but are not limited to: Development Impact Fee, Transportation Uniform Mitigation Fee (TUMF), Multi-species Habitat Conservation Plan (MSHCP) Mitigation Fee, Stephens Kangaroo Habitat Conservation fee, Underground Utilities in lieu Fee, Area Drainage Plan fee, Bridge and Thoroughfare Mitigation fee (Future) and Traffic Signal Mitigation fee. The final amount of fees payable is dependent upon information provided by the applicant and will be determined at the time the fees become due and payable.

Unless otherwise provided for by this resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 3.32 of the City of Moreno Valley Municipal Code or as so provided in the applicable ordinances and resolutions. The City expressly reserves the right to amend the fees and the fee calculations consistent with applicable law.

**2. DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS**

The adopted Conditions of Approval for PA08-0097 and PA09-0022, incorporated herein by reference, may include dedications, reservations, and exactions pursuant to Government Code Section 66020 (d) (1).

**3. CITY RIGHT TO MODIFY/ADJUST; PROTEST LIMITATIONS**

The City expressly reserves the right to establish, modify or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law.

Pursuant to Government Code Section 66020(d)(1), NOTICE IS FURTHER GIVEN that the 90 day period to protest the imposition of any impact fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020(a) and failure to timely follow this procedure will bar any subsequent legal action to attack, review, set aside, void or annul imposition.

The right to protest the fees, dedications, reservations, or other exactions does not apply to planning, zoning, grading, or other similar application processing fees or service fees in connection with this project and it does not apply to any fees, dedication, reservations, or other exactions of which a notice has been given similar to this, nor does it revive challenges to any fees for which the Statute of Limitations has previously expired.

**Section 7:**

**BE IT FURTHER RESOLVED** that the Planning Commission **HEREBY APPROVES** Resolution No. 2011-13, recommending that the City Council:

1. **APPROVE AND CERTIFY** that the final Environmental Impact Report (EIR) for the West Ridge Commerce Center Project on file with the Community and Economic Development Department, incorporated herein by this reference, has been completed in compliance with the California Environmental Quality Act, that the Planning Commission reviewed and considered the information contained in the final EIR and that the final EIR reflects the City's independent judgment and analysis, attached hereto as Exhibit A; and,
2. **APPROVE** PA08-0097 (Zone Change), as shown on the attachment included as Exhibit B; and,

3. **APPROVE** PA10-0017 (Municipal Code Amendment), as shown on the attachment included as Exhibit C; and,
4. **APPROVE** PA08-0097 (Plot Plan), subject to the attached conditions of approval included as Exhibit D; and,
5. **APPROVE** PA09-0022 (Tentative Parcel Map No. 36207), subject to the attached conditions of approval included as Exhibit E.

**APPROVED** this 12<sup>th</sup> day of May, 2011.

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Ray L. Baker  
Vice-Chair, Planning Commission

ATTEST:

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John C. Terell, Planning Official  
Secretary to the Planning Commission

APPROVED AS TO FORM:

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City Attorney

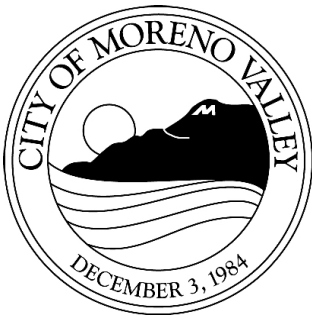
Attachments

# Exhibit A

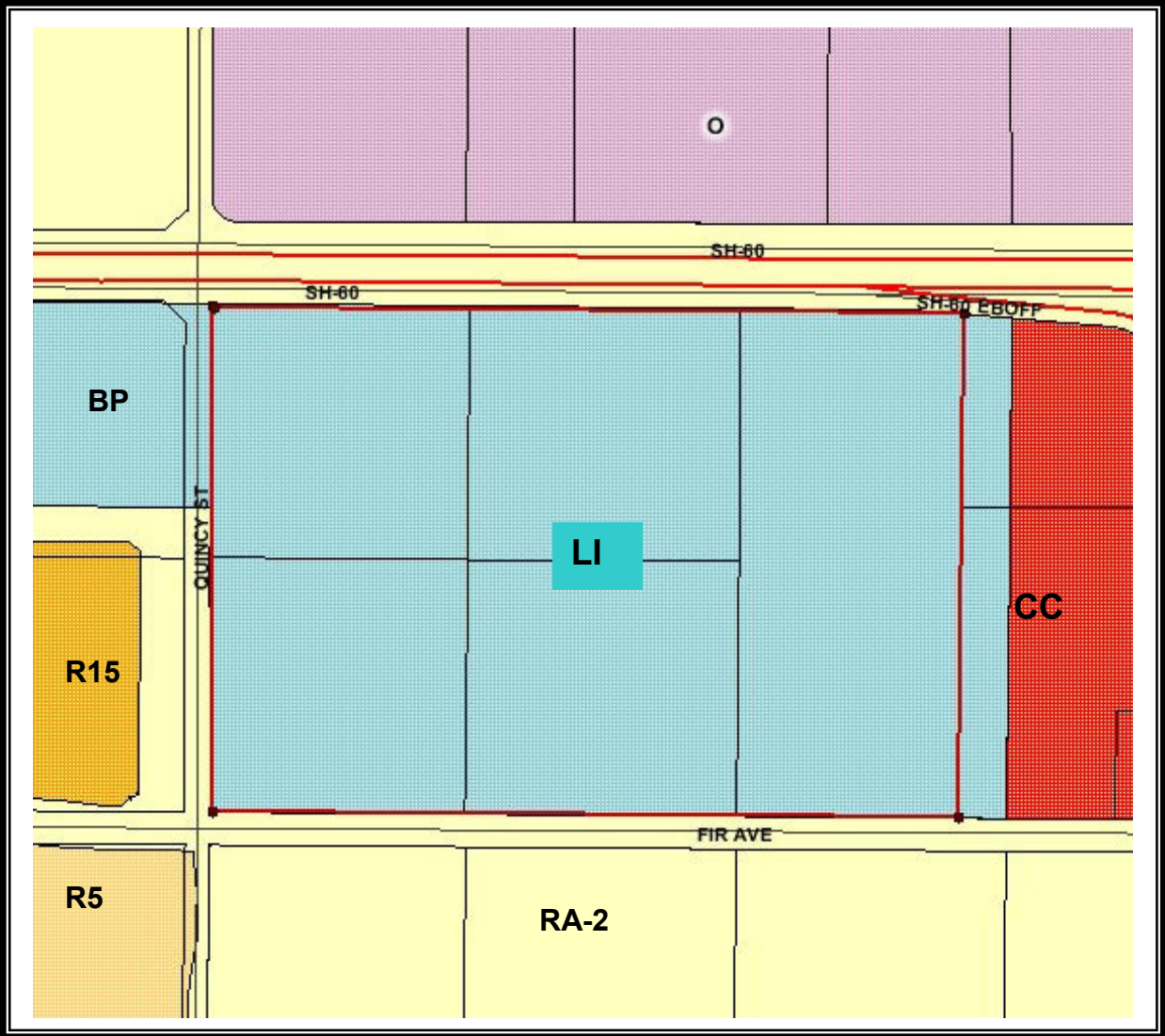
A copy of the Final Environmental Impact Report is available on the City's website at the following link:

<http://www.moval.org/eir.shtml>





**ZONE CHANGE**  
Application No. PA08-0098  
PC Resolution No. 2011-13



ADOPTED \_\_\_\_\_

EFFECTIVE \_\_\_\_\_

## **Chapter 9.05 INDUSTRIAL DISTRICTS**

### **9.05.010 Purpose and intent.**

A. The primary purpose of the industrial districts is to provide a sound and diversified economic base and ample employment opportunities for the citizens of Moreno Valley. It is the further intent of this chapter to accomplish this through the establishment of a specific, well-defined pattern of industrial activities which is compatible with residential, commercial, institutional and open space uses located elsewhere in the community; has good access to the regional transportation system; accommodates the personal needs of workers and business visitors; and which meets the service needs of local businesses.

B. In addition to the above, it is the further intent of the industrial districts:

1. To reserve appropriately located areas for industrial use and protect these areas from inharmonious uses;

2. To protect residential, commercial and nuisance-free nonhazardous industrial uses from noise, odor, dust, smoke, truck traffic and other objectional influences and from fire, explosion, radiation and other hazards potentially related to certain industrial uses;

3. To provide sufficient open space around industrial structures to protect them and surrounding areas from hazard and to minimize the impact of industrial plants on nearby residential or commercial districts; and

4. To minimize traffic congestion and to avoid the overloading of utilities by restricting the construction of buildings and structures of excessive size in relation to the size of the buildable parcel. (Ord. 359 (part), 1992)

### **9.05.020 Industrial districts.**

A. Business Park District (BP). The primary purpose of the business park (BP) district is to provide for light industrial, research and development, office-based firms and limited supportive commercial in an attractive and pleasant working environment and a prestigious location. This district is intended to provide a transition between residential and other sensitive uses and more intense industrial and warehousing uses.

B. Light Industrial District (LI). The primary purpose of the light industrial (LI) district is to provide for light manufacturing, light industrial, research and development, warehousing and distribution and multitenant industrial uses, as well as certain supporting administrative and professional offices and commercial uses on a limited basis. This district is intended as an area for light industrial uses that can meet high performance standards. This district requires buffering between residential districts and industrial and warehouse structures greater than 50,000 square feet in building area

within the LI district. Please refer to the Special Site Development Standards in Section 9.05.040.B.9.

C. Industrial (I). The primary purpose of the industrial (I) district is to provide for manufacturing, research and development, warehousing and distribution and multitenant industrial uses, as well as certain supporting administrative and professional offices and commercial uses on a limited basis. This district is intended as an area for industrial uses that can meet high performance standards but that frequently do not meet site development standards appropriate to planned research and development parks.

D. Business Park-Mixed Use (BPX). The purpose of the business park-mixed use (BPX) district is to provide locations for limited convenience commercial and business support services within close proximity to industrial and business park uses. (Ord. 693 § 2 (part) (Exh. B), 2005; Ord. 590 § 2 (part), 2001; Ord. 359 (part), 1992)

**9.05.030 Permitted uses for industrial districts.**

For the industrial district, unless otherwise expressly provided in this title, permitted uses are limited to those described in the Permitted Uses Table 9.02.020-1 in Section 9.02.020 of this title. (Ord. 359 (part), 1992)

**9.05.040 Industrial site development standards.**

A. General Requirements.

1. The following table sets forth minimum property development standards for all land, buildings and structures constructed within the specified industrial districts. All sites shall conform to the dimensions set forth in this section. A development or center may, however, be a combination of many parcels totaling at least the required site size, but its design must be integrated and unified.

2. In addition, projects must comply with the special requirements enumerated in Section 9.05.040(B), the performance standards included in Chapter 9.10 and any other applicable city ordinances, policies and programs.

**Table 9.05.040-8**

**Industrial Site Development**

**Minimum Standards**

Requirement	BP <b>LI</b>	BPX	I
1. Minimum site area (in acres)	1	1	5
2. Minimum site width (in feet)	200	200	300
3. Minimum site depth (in feet)	200	200	300
4. Minimum front building setback area (in feet)	20	20	20
5. Minimum interior side building setback area (in feet)*	*(see note below)	*(see note below)	—
6. Minimum street side building setback area (in feet)	20	20	20
7. Minimum rear building setback area (in feet)*	*(see note below)	*(see note below)	—

**See Special Site Development Standards 9.05.040.B.9 for unique separation requirements for structures greater than 50,000 square feet in building area.**

\*Structures shall be constructed on the property line or a minimum of three feet from the property line.

**B. Special Site Development Standards.**

1. When any industrial district abuts a property in any residential district, a minimum building setback equal to the building height, but not less than of twenty (20) feet shall be required from such residential district. Further, the ten (10) feet of such setback nearest the district boundary line shall be landscaped.

2. Where off-street parking areas industrial districts are visible from any street, screening in the form of a landscaped earthen berm, shrubs, or decorative wall three feet in height shall be erected between the required landscape area and the parking area.

3. In all industrial districts, required front building setback areas shall be landscaped. The landscaping shall consist predominantly of plant materials except for necessary walks and drives.

4. Except as otherwise permitted, a street side building setback area in any industrial district shall be used only for landscaping, pedestrian walkways, driveways or off-street parking. Where off-street parking in any industrial district is located within building setback areas, a minimum landscaped area ten (10) feet in depth shall be

provided between the property line and parking area, with an additional minimum landscaped area ten (10) feet in depth required between the parking area and the building.

5. Except as otherwise permitted, required rear and interior side building setback areas in any industrial district shall be used only for landscaping, pedestrian walkways, driveways, off-street parking or loading, recreational activities or facilities, and similar accessory activities.

6. Parking for each use shall comply with the requirements of Chapter 9.11 and this section.

7. The land uses planned for each development shall be specified on the approved site plans. No use shall be established unless the development where it is located has adequate parking facilities to accommodate such use and any planned uses that share parking facilities with such use.

8. In the BP, **LI** and I districts, the retail sales of goods produced or warehoused in connection with a manufacturing, assembly or warehouse use may be conducted, provided that no more than fifteen (15) percent of the gross floor area of the space occupied by such use is devoted to retail sales. Any merchandise storage or display areas to which the public has access shall be considered as committed to the percentage of building area used for retail purposes.

**9. In the LI district, industrial and warehouse structures greater than 50,000 square feet in building area shall be separated from any Residential district as determined by an air quality and noise impact analysis. The minimum separation distance for such uses shall be 250 feet between the Residential district and the building, truck court or loading area.**

**910.** The parcelization of a business complex for marketing, financing or other purpose shall not establish separate privileges with respect to the maximum percentage of floor area specified in this section with respect to the BPX district. (Ord. 643 § 2.2, 2003; Ord. 616 § 2.2.5, 2005; Ord. 590 § 2 (part), 2001; Ord. 497 §§ 1.1, 1.2, 1.3, 1996; Ord. 464 §§ 1.2, 1.3, 1995; Ord. 405 §§ 1.1, 1.2, 1993; Ord. 359 (part), 1992)

**CITY OF MORENO VALLEY  
CONDITIONS OF APPROVAL FOR  
PLOT PLAN PA08-0097 FOR A WAREHOUSE DISTRIBUTION FACILITY  
ASSESSOR'S PARCEL NUMBERS: 488-330-003 TO -006 AND -026**

**APPROVAL DATE:**

**EXPIRATION DATE:**

- X **Planning (P), including Building (B), School District (S), Post Office (PO)**
- X **Fire Prevention Bureau (F)**
- X **Public Works – Land Development (LD)**
- X **Public Works – Special Districts (SD)**
- X **Public Works – Transportation Engineering (TE)**
- X **Public Works – Moreno Valley Utilities (MVU)**
- X **Parks & Community Services (PCS)**
- X **Police (PD)**

**Note: All Special conditions are in bold lettering.** All other conditions are standard to all or most development projects.

**COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT**

**Planning Division**

- P1. Approval of Plot Plan PA08-0097 is subject to adoption of a Zone Change (PA08-0098) from the Business Park zone to the Light Industrial zone for the project site and adoption of a Municipal Code Amendment (PA10-0017) to establish a minimum buffering/separation from buildings over 50,000 square in area and adjacent residential zoned land.**
- P2. Plot Plan PA08-0097 has been approved for development of a 937,260 square foot warehouse distribution facility, to be built on a 55 acre site within Assessor's Parcel Numbers 488-330-003 to -006 and -026. The facility includes 173 dock doors and 14,000 square feet of office. Required parking for this use equates to a total of 307 employee/visitor parking spaces and 173 truck/trailer parking spaces.**
- P3. Development of the warehouse facility is subject to approval of Tentative Parcel Map No. 36207 and the subsequent recordation of this map.**
- P4. A mitigation monitoring fee, as provided by City ordinance, shall be paid by the applicant within 30 days of project approval. No City permit or approval shall be issued until such fee is paid. (CEQA)**

Exhibit D

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**Timing Mechanisms for Conditions (see abbreviation at beginning of affected condition):**

R - Map Recordation	GP - Grading Permits	CO - Certificate of Occupancy or building final
WP - Water Improvement Plans	BP - Building Permits	P - Any permit

**Governing Document (see abbreviation at the end of the affected condition):**

GP - General Plan	MC - Municipal Code	CEQA - California Environmental Quality Act
Ord - Ordinance	DG - Design Guidelines	Ldscp - Landscape Development Guidelines and Specs
Res - Resolution	UFC - Uniform Fire Code	UBC - Uniform Building Code
	SBM - Subdivision Map Act	

**FINAL CONDITIONS OF APPROVAL  
PLOT PLAN PA08-0097  
PAGE 2 OF 60**

- P5. Bicycle racks shall be provided at a minimum of five (5) percent of the required vehicular parking and shall be located near the designated office area(s).**
- P6. The gates into truck loading and parking areas that are within view of a public street shall be of solid metal construction or wrought iron with mesh to screen the interior of the loading area.**
- P7. This project shall comply with South Coast Air Quality Management District (SCAQMD) rules related to dust generation (Rule 403) and the use of architectural coatings (Rule 1113).**
- P8. The design of all swales and basins that are visible from the public right-of-way shall be integrated with the surrounding landscape areas.**
- P9. Screening walls of decorative block or concrete tilt-up construction shall be provided to fully screen the truck loading and parking area for from view from Fir/Eucalyptus Avenue.**
- P10. Enhanced landscape shall be provided in the planter areas near each driveway and near the office portions of the facilities.**
- P11. All loudspeakers, bells, gongs, buzzers or other noise attention devices installed on the project site shall be designed to ensure that the noise level at all property lines will be at or below 55 dBA for consistency with the Municipal Code.**
- P12. Loading or unloading activities shall be conducted from the truck bays or designated loading areas only. (MC 9.10.140, CEQA)**
- P13. No outdoor storage is permitted on the project site, except for truck and trailer storage in designated areas within the screened truck courts.**
- P14. If the proposed project requires blasting, it shall be used only as a last resort. In such cases, it shall be approved by the Fire Marshall, and the developer shall comply with the current City ordinance governing blasting. (Ord)**
- P15. This approval shall expire three years after the approval date of this project unless used or extended as provided for by the City of Moreno Valley Municipal Code; otherwise it shall become null and void and of no effect whatsoever. Use means the beginning of substantial construction contemplated by this approval within the three-year period, which is thereafter pursued to completion, or the beginning of substantial utilization contemplated by this approval. (MC 9.02.230)**

**FINAL CONDITIONS OF APPROVAL**  
**PLOT PLAN PA08-0097**  
**PAGE 3 OF 60**

- P16. PA08-0097 shall be developed in accordance with the approved plans on file in the Community & Economic Development Department - Planning Division, the Municipal Code regulations, General Plan, and the conditions contained herein. Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the City Planning Official. (MC 9.14.020)
- P17. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the project site in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)
- P18. A drought tolerant, low water using landscape palette shall be utilized throughout the project to the extent feasible.
- P19. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)
- P20. Any signs indicated on the submitted plans are not included with this approval. Any signs proposed for this development shall be designed in conformance with the sign provisions of the Municipal Code or approved sign program, if applicable, and shall require separate application and approval by the Community & Economic Development Department - Planning Division. (MC 9.12.020)

**Prior to Issuance of Grading Permits**

- P21. (GP) All site plans, grading plans, landscape and irrigation plans, fence/wall plans, lighting plans and street improvement plans shall be coordinated for consistency with this approval.
- P22. (GP) If potential historic, archaeological, or paleontological resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediately and a qualified person (meeting the Secretary of the Interior's standards (36CFR61)) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by the consultant shall be implemented as deemed appropriate by the Community & Economic Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all affected Native American Tribes before any further work commences in the affected area.

If human remains are discovered, work in the affected area shall cease immediately and the County Coroner shall be notified. If it is determined that the remains are potentially Native American, the California Native American Heritage Commission and any and all affected Native American Indians tribes such as the Morongo Band of Mission Indians or the Pechanga Band of Luiseno Indians shall be notified and



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- appropriate measures provided by State law shall be implemented. (GP Objective 23.3, DG, CEQA)
- P23. (GP) Prior to the issuance of grading permits, final erosion control landscape and irrigation plans for all cut or fill slopes over 3 feet in height shall be submitted to the Planning Division for review and approval for the phase in process. The plans shall be designed in accordance with the slope erosion plan as required by the City Engineer for that phase. Man-made slopes greater than 10 feet in height shall be "land formed" to conform to the natural terrain and shall be landscaped and stabilized to minimize visual scarring. (GP Objective 1.5, MC 9.08.080, DG)
- P24. (GP) Prior to approval of any grading permit, the developer shall submit for review and approval of a tree plan to the Planning Division. The plan shall identify all mature trees (4 inch trunk diameter or larger) on the subject property, City right-of-way or Caltrans right-of-way. Using the grading plan as a base, the plan shall indicate trees to be relocated, retained, and removed. Replacement trees shall be: shown on the plan; be a minimum size of 24 inch box; and meet a ratio of three replacement trees for each mature tree removed or as approved by the Community Development Director. (GP Objective 4.4, 4.5, DG)
- P25. (GP) Prior to approval of any grading permit, local and master-planned multi-use trail easements shall be shown in accordance with the City's Master Trail Plan.
- P26. (GP) Prior to issuance of grading permits, the developer shall pay the applicable Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee. (Ord)
- P27. (GP) For projects abutting State Highway 60, a sixteen foot reservation for future right-of-way shall be provided.**
- P28. (GP) Prior to approval of any grading permits, plans for any security gate system shall be submitted to the Community Development Department - Planning Division for review and approval.**
- P29. (GP) If a median is required, then prior to approval of any grading permits, final median enhancement/landscape/irrigation plans shall be submitted to the Community Development Department - Planning Division and Public Works Department – Special Districts for review and approval by each division. Timing of installation shall be determined by PW- Special Districts. (GP - Circulation Master Plan)**
- P30. (GP) Prior to issuance of any grading permits, mitigation measures contained in the Mitigation Monitoring Program approved with this project shall be implemented as provided therein.**
- P31. (GP) Prior to the issuance of grading permits, the grading plan shall show decorative concrete pavers for all driveway ingress/egress locations of the project. Accessible pedestrian pathways interior to the site cannot be**

- Painted. If delineation is necessary, then an alternative material is required.
- P32. (GP) Prior to the issuance of a grading permit, all required planter areas, curbs, including twelve-inch concrete step outs, and required parking space striping shall be shown on the precise grading plan.**
- P33. (GP) Prior to the issuance of grading permits, the following burrowing owl survey requirements shall be incorporated into the grading plans in accordance with the Riverside County Multi-species Habitat Conservation Plan: Within 30 days of and prior to disturbance, a burrowing owl focused survey shall be conducted by a qualified biologist using accepted protocols. The survey shall be submitted to the Planning Division for review and approval.**
- P34. (GP) Prior to the issuance of grading permits, a “no touch“ area shall be staked along the westerly limit of project development as defined by the scour wall and a City approved Biologist be retained to monitor construction activities to ensure protection and preservation of Channel areas. Upon the completion of the above mitigation measure an on-site grading permit may be issued for project work to commence.**
- P35. (GP) Prior to any physical disturbance of any natural drainage course, or any wetland determined to contain riparian vegetation, the applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from both the California Department of Fish and Game and the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to both the Planning Division and the Public Works Department - Land Development Division. (CEQA, State and Federal codes)**
- P36. (GP) Prior to the approval of any precise grading permits, the developer shall submit written documentation and a planting coverage map/plan to the Planning and Land Development Divisions for all parcels identified as future State Highway 60 right-of-way as well as specifications for an erosion control/wildflower hydroseed mixture appropriate to the site’s climate zones and soils to be applied at a time and in a manner that optimizes germination and coverage of the parcels consistent with the erosion control requirements for the site. Said landscape shall be maintained free of weeds and overgrowth by the developer or successor in interest until such time as the parcels are transferred to the City or Caltrans.**
- P37. (GP) Prior to issuance of grading permits, landscape plans (trees, shrubs and groundcover) for basins maintained by an POA or other private entity shall be submitted to the Planning Division for review and approval for the sides and/or slopes. A hydroseed mix with irrigation is acceptable for the bottom of**

**all the basin areas. All detention basins shall include trees, shrubs and groundcover up to the concreted portion of the basin. A solid decorative wall with pilasters, tubular steel fence with pilasters or other fence or wall approved by the Community Development Director is required to secure all water quality and detention basins more than 18 inches in depth.**

- P38. (GP) Prior to issuance of grading permits, the developer shall submit wall/fence plans to the Planning Division for review and approval as follows:**
- A. A maximum 3 foot high decorative wall in lieu of a hedge or berm may be placed in setback areas adjacent to a parking lot.**
  - B. Any proposed retaining walls shall also be decorative in nature, while the combination of retaining and other walls on top shall not exceed the height requirement for the specific plan and/or Municipal Code.**
  - C. A 14 foot tall solid wall of decorative block with pilasters and a cap or concrete tilt-up construction shall be provided to screen the trucks, parked trailers and the loading areas and loading docks from view from Fir/Eucalyptus Avenue and at the northeast corner of the site.**
  - D. Wrought iron/tubular steel fence is required along portions of the northern, western and eastern property lines.**
  - E. A four foot tall three rail fence to match adjacent trail fencing is required to enclose the basins located along Fir/Eucalyptus Avenue.**
  - F. An 8 foot tall coated chain link fence is required along the western property line along the Riverside County Flood Control maintenance road.**

**Prior to Issuance of Building Permits**

- P39. (BP) Prior to issuance of building permits, the Community & Economic Development Department - Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as shown on the final working drawings. Location and screening shall comply with the following criteria: transformer cabinets and commercial gas meters shall not be located within required setbacks and shall be screened from public view either by architectural treatment or with landscaping; multiple electrical meters shall be fully enclosed and incorporated into the overall architectural design of the building(s); back-flow preventers shall be screened by landscaping that will provide complete screening upon maturity. (GP Objective 43.30, DG)**
- P40. (BP) Prior to issuance of building permits, screening details shall be addressed on plans for roof top equipment and trash enclosures submitted for Community & Economic Development Department - Planning Division review and approval. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. For trash enclosures, landscaping shall be included on at least three sides. The trash enclosure, including any roofing, shall be compatible with the architecture for the building(s).**

**FINAL CONDITIONS OF APPROVAL**  
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(GP Objective 43.6, DG)

- P41. (BP) Prior to issuance of building permits, two copies of a detailed, on-site, computer generated, point-by-point comparison lighting plan, including exterior building, parking lot, and landscaping lighting, shall be submitted to the Community & Economic Development Department - Planning Division for review and approval. The lighting plan shall be generated on the plot plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for light fixtures used and shall include style, illumination, location, height and method of shielding. The lighting shall be designed in such a manner so that it does not exceed 0.5 foot candles illumination beyond at the property line. The lighting level for all parking lots or structures shall be a minimum coverage of one foot-candle of light with a maximum of eight foot-candles. After the third plan check review for lighting plans, an additional plan check fee will apply. (MC 9.08.100, DG)
- P42. (BP) Prior to issuance of building permits or as permitted by current City policy, the developer or developer's successor-in-interest shall pay all applicable impact fees, including but not limited to Transportation Uniform Mitigation fees (TUMF), Multi-species Habitat Conservation Plan (MSHCP) mitigation fees, and the City's adopted Development Impact Fees. (Ord)
- P43. (BP) Prior to issuance of building permits, final landscaping and irrigation plans shall be submitted to the Community & Economic Development Department - Planning Division for review. All landscape plans shall be approved prior to the release of any building permits for the site. After the third plan check review for landscape plans, an additional plan check fee shall apply. The plans shall be prepared in accordance with the City's Landscape Standards and Specifications and shall include:
- A. A landscape berm, hedge or a maximum 3 foot decorative wall is required adjacent to parking areas along public rights-of-way.
  - B. All finger and end planters shall be included at an interval of one per 12 parking stalls, be a minimum 5' x 16', and include additional 12" concrete step-outs and 6" curbing. (MC9.08.230, City's Landscape Standards)
  - C. All diamond planters shall be included at an interval of one per 3 parking stalls.
  - D. Drought tolerant landscape shall be provided. Sod shall be limited to public gathering areas only and not be included along the perimeter of the project site.
  - E. On site trees shall be planted at an equivalent of one (1) tree per thirty (30) linear feet of building dimension. Trees may be massed for pleasing aesthetic effects.
  - F. **Enhanced landscaping shall be included at all driveway and corner locations as well as along Highway 60 to provide proper screening of trucks.**
  - G. All site perimeter and parking lot landscape and irrigation shall be installed

- prior to the release of certificate of any occupancy permits for the site or pad in question.
- H. The review of all utility boxes, transformers etc. shall be coordinated to provide adequate screening from public view. (Landscape Guidelines)
  - I. Landscaping on three sides of trash enclosures shall be provided.
  - J. **Dense landscape (spacing of one tree per 20 feet) shall be placed in front of the wall along all designated yard areas and vines shall be planted at the base of the wall and be directed along said wall.**
  - K. **A minimum size of 24" box mature trees shall be placed along the freeway or northern elevations of the building. Trees shall be in a double row or closely spaced as shown on the preliminary landscape plan?**
  - L. **Minimum 24 inch box Eucalyptus Nicholii shall be used for the street trees along the Eucalyptus Avenue frontage. Spacing of trees shall be limited to 80 foot on center for parkways and medians in sight line distance areas noted on the plans; however trees to the equivalency of 40 foot on center shall be planted in the parkway for the entire site. Additional denser parkway tree placement (between 25 to 30 feet on center) would be required for areas outside of the line of sight. A preferred alternative to placing trees only on the designated parkway landscape areas would be to widen the four foot landscape separation between the sidewalk and trail to 8 feet and reduce the parkway landscape to 8 feet in site line distance areas to provide additional trees within the designated line of sight areas alternating at 80 foot spacing to achieve the overall 40 foot spacing requirement.**
  - M. **Focal entries of the site on Eucalyptus Avenue are void of trees and or shrubs on the preliminary landscape plan and they shall be shown on the plans, or alternatively document on the landscape and tree plans that the equivalency of one tree per 30 linear feet of building dimension visible from the parking lot and all public rights of away in addition to on tree per 30 linear feet of parking lot adjacent to the interior property is being met.**
  - N. **The design of all swales and basins that are visible from the public right-of-way shall be integrated with the surrounding landscape areas.**
- P44. (BP) Prior to the issuance of building permits, the landscape plans shall include landscape treatment for trash enclosures located outside of a truck court, to include landscape on three sides, and trash enclosures shall include decorative enhancements such as an enclosed roof and other decorative features that are consistent with the architecture of the proposed commercial buildings on the site, subject to the approval of the Community & Economic Development Director.
- P45. (BP) Prior to the issuance of building permits, all fences and walls required or proposed on site, shall be approved by the Community & Economic Development

**FINAL CONDITIONS OF APPROVAL  
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Director. (MC 9.08.070)

- P46. (BP) Prior to the issuance of building permits, downspouts will be interior to the building, or if exterior, integrated into the architecture of the building to include compatible colors and materials to the satisfaction of the Community & Economic Development Director.
- P47. (BP) Prior to the issuance of building permits the building site plan shall include decorative concrete or pavers for all driveway ingress/egress locations for the project.**
- P48. (BP) Prior to issuance of building permits for a final map for Tentative Parcel Map No. 36207 (PA09-0022) must be approved and recorded and all conditions of approval related to the parcel map must be satisfied.**
- P49. (BP) Prior to issuance of any building permits, mitigation measures contained in the Mitigation Monitoring Program approved with this project shall be implemented as provided therein. (CEQA)**

**Prior to Issuance of Certificate of Occupancy or Building Final**

- P50. (CO) Prior to issuance of any Certificates of Occupancy or building final, mitigation measures contained in the Mitigation Monitoring Program approved with this project shall be implemented as provided therein. (CEQA) (Advisory)**
- P51. (CO) Prior to the issuance of Certificates of Occupancy or building final, all required and proposed fences and walls shall be constructed according to the approved plans on file in the Community & Economic Development Department – Planning Division. (MC 9.080.070).
- P52. (CO) Prior to issuance of Certificate of Occupancy or building final, installed landscaping and irrigation shall be reviewed by the Community & Economic Development Department - Planning Division. The landscaping shall be installed in accordance with the City's Landscape Standards and the approved landscape plans.
- P53. (CO) All rooftop equipment shall be appropriately screened and not visible from the Highway 60 or Eucalyptus/Fir Avenue rights of way.**

**MITIGATION MEASURES**

- P54. MM 4.2.1 Redlands Boulevard at SR-60 Westbound Ramps Improvements:**
- **Install a traffic signal. If not otherwise completed prior to Project opening, the required traffic signal shall be constructed by the Applicant prior to issuance of the first Certificate of Occupancy.**

- P55. MM 4.2.2 Redlands Boulevard at Fir (future Eucalyptus) Avenue Improvements:**  
Prior to issuance of the first Certificate of Occupancy, the Applicant shall construct the following improvements:
- Install a traffic signal;
  - Construct a southbound right turn auxiliary lane which extends the full length of the segment of Redlands Boulevard between the SR-60 Eastbound Ramps and Fir (future Eucalyptus) Avenue for a southbound lane configuration of one shared left-through lane and one right turn lane; and
  - Construct an eastbound left-turn lane with 300 feet of storage for an eastbound lane configuration of one left-turn lane and one shared through-or-right-turn-lane.
- P56. MM 4.2.3 Moreno Beach Drive at SR-60 Eastbound Ramps Improvements:**
- Construct an eastbound right-turn lane and re-stripe the shared left-or-right turn lane as an exclusive left-turn lane, for an eastbound lane configuration of one left-turn lane and one right-turn lane. These improvements would require the dedication of right-of-way from the south side of the SR-60 Eastbound Ramps and re-striping of all lanes on the west leg of the intersection.
- P57. MM 4.2.4 Moreno Beach Drive at SR-60 Westbound Ramps Improvements:**
- Coordinate traffic signal timing with the signal at the intersection of Moreno Beach Drive at SR-60 Eastbound Ramps.
- P58. MM 4.2.5 Redlands Boulevard at SR-60 Westbound Ramps Improvements:**
- Install a traffic signal (a TUMF improvement to be constructed by the Project pursuant to Mitigation Measure 4.2.1);
  - Construct a second northbound through lane and a right-turn lane with overlap phasing, for a northbound lane configuration of one left-turn lane, two through lanes and one right-turn lane with overlap phasing. These improvements would require the dedication of right-of-way on the east side of Redlands Boulevard and re-striping of all lanes on the south leg of the intersection; and
  - Construct a second southbound through lane, for a southbound lane configuration of one left-turn lane and two through lanes. These improvements would require the dedication of right-of-way on the west side of Redlands Boulevard and re-striping of all lanes on the north leg of the intersection.
- P59. MM 4.2.6 Redlands Boulevard at SR-60 Eastbound Ramps Improvements:**
- Construct a second northbound through lane for a northbound lane configuration of one left turn lane and two through lanes. These improvements would require the dedication of right-of-way from the east side of Redlands Boulevard and restriping of all lanes on the south leg of the

intersection;

- Construct a second southbound through lane, for a southbound lane configuration of one left-turn lane and two through lanes. These improvements would require the dedication of right-of-way on the west side of Redlands Boulevard and re-striping of all lanes on the north leg of the intersection; and
- Construct an eastbound right-turn lane and re-stripe the shared left-or-right turn lane as an exclusive left-turn lane, for an eastbound lane configuration of one left-turn lane and one right-turn lane. These improvements would require the dedication of right-of-way on the south side of the SR-60 Eastbound Ramps and re-striping of all lanes on the west leg of the intersection.

**P60. MM 4.2.7 Redlands Boulevard at Fir (future Eucalyptus) Avenue Improvements:**

- Install a traffic signal (a DIF improvement to be constructed by the Project pursuant to Mitigation Measure 4.2.2);
- Construct a northbound left-turn lane with 200 feet of storage and a second through lane, for a northbound lane configuration of one left-turn lane, one through lane, and one shared through-or-right-turn lane. These improvements would require the dedication of right-of-way from the east side of Redlands Boulevard, and restriping of all lanes on the south leg of the intersection.
- Construct a southbound left-turn lane with 250 feet of storage, a second left-turn lane that extends back to the SR-60 Eastbound Ramps, a second through lane, and a right-turn lane with overlap phasing and a pocket length that is the full length of the segment, for a southbound lane configuration of two left-turn lanes, two through lanes, and one right-turn lane with overlap phasing. These improvements would require the dedication of right-of-way from the west side of Redlands Boulevard, and restriping of all lanes on the north leg of the intersection. The noted right-turn southbound lane would be constructed by the Project pursuant to Mitigation Measure 4.2.2. Overlap phasing to this right-turn lane will be added when determined appropriate by the City Traffic Engineer,
- Construct dual eastbound left-turn lanes with 300 feet of storage and a second through lane, for an eastbound lane configuration of two left-turn lanes, one through lane, and one shared through-or-right-turn lane. These improvements would require the dedication of right-of-way from the south side of Fir (future Eucalyptus) Avenue, and restriping of all lanes on the west leg of the intersection. A single eastbound turn with 300 feet of storage will be constructed by the Project under Opening Year Ambient Conditions pursuant to Mitigation Measure 4.2.2.
- Construct a westbound left-turn lane, a second through lane, and a right-turn lane with overlap phasing, providing 200 feet of storage for both the left-turn and right-turn lanes, for a westbound lane configuration of one left-turn lane, two through lanes, and one right-turn lane with overlap phasing. These improvements



would require the dedication of right-of-way from the north side of Fir (future Eucalyptus) Avenue, and restriping of all lanes on the east leg of the intersection. Construction of the westbound left and through lanes would be funded through participation in the DIF Program; remaining improvements would be funded through fair share fee participation.

- P61. MM 4.2.8 Quincy Street at Fir (future Eucalyptus) Avenue Improvements:**
- Install a stop-control on the south leg of the intersection;
  - Construct a northbound shared left-or-right-turn lane. Quincy Street should be constructed as a two-lane undivided roadway with a minimum of one travel lane in each direction;
  - Construct an eastbound shared through-or-right-turn lane. The Fir (future Eucalyptus) Avenue extension should be constructed as a two-lane undivided roadway with a minimum of one travel lane in each direction; and
  - Construct a westbound left-turn lane and through lane. The Fir (future Eucalyptus) Avenue extension should be constructed as a two-lane undivided roadway with a minimum of one travel lane in each direction.
- P62. MM 4.2.9 Moreno Beach Drive at SR-60 Eastbound Ramps Improvements:**
- Construct the SR-60 eastbound on- and off-ramps, designed as a standard diamond and consistent with the proposed SR-60 Freeway/Moreno Beach Drive interchange design, and install a traffic signal at the new intersection;
  - Construct a third northbound through lane, for a northbound lane configuration of three through lanes and a right-turn lane. These improvements would require the dedication of right-of-way from the east side of Moreno Beach Drive and re-striping of all lanes on the south leg of the intersection;
  - Construct the SR-60 eastbound off-ramp with an eastbound lane configuration of one left-turn lane and dual right-turn lanes; and
  - Construct the SR-60 eastbound on-ramp on Moreno Beach Drive with a minimum of two travel lanes.
- P63. MM 4.2.10 Moreno Beach Drive at SR-60 Westbound Ramps Improvements:**
- Construct a second northbound through lane, for a northbound lane configuration of two through lanes and a right-turn lane with overlap phasing. These improvements would require the dedication of right-of-way from the east side of Moreno Beach Drive and re-striping of all lanes on the south leg of the intersection;
  - In addition to the planned on-ramp for southbound vehicles which is part of the future SR-60/Moreno Beach Drive interchange design, a second southbound through lane and a right-turn lane, for a southbound lane configuration of two through lanes and a right-turn lane. These improvements would require dedication on the west side of Moreno Beach Drive and re-striping of all lanes on the north leg of the intersection;
  - Construct the SR-60 westbound on-ramp for vehicles traveling southbound on Moreno Beach Drive with a minimum of one travel lane; and

- **Construct a second westbound left-turn lane, for a westbound lane configuration of two left-turn lanes and a right-turn lane with overlap phasing. These improvements would require the dedication of right-of-way from the north side of the SR-60 Westbound Ramps and re-striping of all lanes on the east leg of the intersection.**
- P64. MM 4.2.11 Moreno Beach Drive at Fir (future Eucalyptus) Avenue Improvements:**
- **Construct dual northbound left-turn lanes and re-stripe the northbound right-turn lane as a shared through-or-right turn lane for a northbound lane configuration of two left-turn lanes, two through lanes and a shared through-or-right turn lane. These improvements would require the dedication of right-of-way from the east side of Moreno Beach Drive and re-striping of all lanes on the south leg of the intersection. Restriping of the northbound right-turn lane as a shared through-or-right turn lane would be funded through participation in the DIF Program. Remaining improvements would be funded through fair share fee participation;**
  - **Construct a southbound left-turn lane and a right-turn lane with overlap phasing, for a southbound lane configuration of two left-turn lanes, three through lanes and a right-turn lane with overlap phasing. These improvements would require the dedication of right-of-way from the west side of Moreno Beach Drive and re-striping of all lanes on the north leg of the intersection, and would be funded through fair share fee participation;**
  - **Construct the new eastbound leg of this intersection with dual left-turn lanes, a through lane, and a shared through-or-right-turn lane. Construction of one eastbound left-turn lane, the eastbound through lane, and the eastbound shared through-or-right-turn lane would be funded through participation in the DIF Program. Remaining improvements would be funded through fair share fee participation; and**
  - **Construct a westbound through lane and implement overlap phasing on the right-turn movement, for a westbound lane configuration of one left-turn lane, two through lanes, and a right-turn lane with overlap phasing. This improvement would be funded through fair share fee participation.**
- P65. MM 4.2.12 Quincy Street at Fir (future Eucalyptus) Avenue Improvements:**
- **Install a stop-control on the south leg of the intersection;**
  - **Construct a northbound shared left-or-right-turn lane;**
  - **Construct the eastbound approach of the Fir (future Eucalyptus) Avenue extension with a through lane and a shared through-or-right-turn lane; and**
  - **Construct the westbound approach of the Fir (future Eucalyptus) Avenue extension with a left-turn lane, a through lane, and a shared through-or-right-turn lane.**
- P66. MM 4.2.13 Redlands Boulevard at SR-60 Westbound Ramps Improvements:**
- **Install a traffic signal (a TUMF improvement to be constructed by the Project**

pursuant to Mitigation Measure 4.2.1);

- Construct a northbound through lane and a right-turn lane with overlap phasing, for a northbound lane configuration of one left-turn lane, two through lanes and one right-turn lane with overlap phasing. These improvements would require the dedication of right-of-way from the east side of Redlands Boulevard and re-striping of all lanes on the south leg of the intersection;
- Construct a southbound left-turn lane and a through lane, for a southbound lane configuration of two left-turn lanes and a through lane, and a shared through-or-right-turn lane. These improvements would require the dedication of right-of-way from the west side of Redlands Boulevard and re-striping of all lanes on the north leg of the intersection; and
- Construct a westbound left-turn lane and a right-turn lane, for a westbound lane configuration of one left-turn lane, one shared left-through lane and a right-turn lane. These improvements would require the dedication of right-of-way from the north side of the SR-60 Westbound Ramps and re-striping of all lanes on the east leg of the intersection. The traffic signal noted above will be constructed by the Project pursuant to Mitigation Measure 4.2.1.

**P67. MM 4.2.14 Redlands Boulevard at SR-60 Eastbound Ramps Improvements:**

- Construct two northbound through lanes, for a northbound lane configuration of one left-turn lane and three through lanes, with the pocket length for the northbound left-turn lane at the full length of the segment. These improvements would require the dedication of right-of-way from the east side of Redlands Boulevard, and restriping of all lanes on the south leg of the intersection;
- Construct two southbound through lanes, for a southbound lane configuration of two through lanes and a shared through-or-right-turn lane. These improvements would require the dedication of right-of-way from the west side of Redlands Boulevard and re-striping of all lanes on the north leg of the intersection; and
- Re-stripe the shared eastbound left-or-right-turn lane as an exclusive left-turn lane, for an eastbound lane configuration of two left-turn lanes and one right-turn lane. These improvements would require the dedication of right-of-way on the south side of the SR-60 Eastbound Ramps and re-striping of all lanes on the west leg of the intersection.

**P68. MM 4.2.15 Redlands Boulevard at Fir (future Eucalyptus) Avenue Improvements:**

- Install a traffic signal (a DIF improvement to be constructed by the Project pursuant to Mitigation Measure 4.2.2);
- Construct a left-turn lane with 200 feet of storage and a second through lane for a northbound lane configuration of one left-turn lane, one through lane and one shared through right-turn lane. These improvements would require the dedication of right-of-way from the east side of Redlands Boulevard. Restriping of all lanes on the south leg of the intersection, and construction of the northbound through lane would be funded through participation in the

**TUMF Program. Remaining improvements would be funded through participation in the DIF Program;**

- **Construct a southbound left turn lane with 250 feet of storage, a second left-turn lane that extends back to the SR-60 Eastbound ramps, a second through lane and a right turn lane with overlap phasing for a southbound lane configuration of two left turn lanes, two through lanes and one right turn lane with overlap phasing, with a right turn pocket length that extends the full length of the segment. These improvements would require the dedication of right-of-way from the west side of Redlands Boulevard, and restriping of all lanes on the north leg of the intersection. Construction of the southbound through lane would be funded through participation in the TUMF Program. Construction of one southbound left-turn lane would be funded through participation in the DIF program. The noted right-turn southbound lane would be constructed by the Project pursuant to Mitigation Measure 4.2.2. Overlap phasing for this right-turn lane will be added when determined appropriate by the City Traffic Engineer, and will be funded through fair share fee participation. Remaining improvements would also be funded through fair share fees;**

- **Construct dual eastbound left-turn lanes with 300 feet of storage and a second through lane, for an eastbound lane configuration of two left-turn lanes, one through lane, and one shared through-or-right-turn lane. These improvements would require the dedication of right-of-way from the south side of Fir (future Eucalyptus) Avenue, and restriping of all lanes on the west leg of the intersection. A single eastbound turn lane with 300 feet of storage will be constructed by the Project under Opening Year Ambient Conditions pursuant to Mitigation Measure 4.2.2.; and**

- **Construct a westbound left-turn lane, one through lane, and a right-turn lane with overlap phasing, for a westbound lane configuration of one left-turn lane, two through lanes, and one right-turn-lane with overlap phasing [these improvements would require the dedication of right-of-way from the north side of Fir (future Eucalyptus) Avenue, and restriping of all lanes on the east leg of the intersection]. Construction of the westbound left and through lanes would be funded through participation in the DIF Program; remaining improvements would be funded through participation in the fair share fee assessments.**

**P69. MM 4.2.16 Redlands Boulevard at Eucalyptus (future Encilia) Avenue Improvements:**

- **Install a traffic signal. This improvement would be funded through participation in the DIF Program;**

- **Construct a northbound left-turn lane and a shared through-or-right-turn lane, for a northbound lane configuration of one left-turn lane, one through lane and one shared through-or-right turn lane. These improvements would require the dedication of right-of-way from the east side of Redlands Boulevard and re-striping of all lanes on the south leg of the intersection. Construction of the northbound left-turn lane would be funded through participation in the DIF Program; remaining improvements would be funded**

through participation in the TUMF Program;

- Construct a southbound left-turn lane, a through lane, and a right-turn lane, for a southbound lane configuration of one left-turn lane, two through lanes, and one right-turn-lane. These improvements would require the dedication of right-of-way from the west side of Redlands Boulevard, and restriping of all lanes on the north leg of the intersection. Construction of the southbound through lane would be funded through participation in the TUMF Program; remaining improvements would be funded through participation in the DIF program;

- Re-stripe the eastbound right-turn lane as a through lane and construct an additional shared through-or-right-turn lane, for an eastbound lane configuration of one left-turn lane, one through lane, and one shared through-or-right-turn lane. These improvements would require the dedication of right-of-way from the south side of Eucalyptus (future Encilia) Avenue and the re-striping of all lanes on the west leg of the intersection, and would be funded through participation in the DIF Program; and

- Construct the westbound approach with one left-turn lane, one through lane, and one shared through-or-right-turn-lane. These improvements would require the dedication of right-of-way from the north side of Eucalyptus (future Encilia) Avenue, and the re-striping of all lanes on the east leg of the intersection, and would be funded through participation in the DIF Program.

**P70. MM 4.2.17 Redlands Boulevard at Cottonwood Avenue Improvements:**

- Construct a northbound through lane, for a northbound lane configuration of one left-turn lane, one through lane and one shared through-or-right turn lane. These improvements would require the dedication of right-of-way from the east side of Redlands Boulevard, and the re-striping of all lanes on the south leg of the intersection, and would be funded through participation in the TUMF Program;

- Construct a southbound left-turn lane and a through lane, for a southbound lane configuration of one left-turn lane, two through lanes, and one right-turn-lane. These improvements would require the dedication of right-of-way from the west side of Redlands Boulevard, and the restriping of all lanes on the north leg of the intersection. Construction of the southbound through lane would be funded through participation in the TUMF Program; remaining improvements would be funded through participation in the DIF Program;

- Re-stripe the eastbound right-turn lane as a through lane, and construct an additional through-or-right-turn lane, for an eastbound lane configuration of one left-turn lane, one through lane, and one shared through-or-right-turn lane. These improvements would require the dedication of right-of-way from the south side of Cottonwood Avenue, and the re-striping of all lanes on the west leg of the intersection, and would be funded through participation in the DIF Program; and

- Construct the westbound approach with one left-turn lane, one through lane, and one shared through-or-right-turn-lane. These improvements would require the dedication of right-of-way from the north side of Cottonwood Avenue, and

the re-striping of all lanes on the east leg of the intersection, and would be funded through participation in the DIF Program.

- P71. MM 4.2.18 Quincy Street south of Fir (future Eucalyptus) Avenue Improvements:**
- Construct Quincy Street south of Eucalyptus Avenue as a two-lane undivided roadway with a minimum of one travel lane in each direction.
- P72. MM 4.2.19 Fir (future Eucalyptus) Avenue west of Quincy Street to the westerly Project boundary and Fir (future Eucalyptus) east of Redlands Boulevard Improvements:**
- Construct the Fir (future Eucalyptus) Avenue extension from the current terminus near the Auto Mall to Quincy Street, and connecting to Fir (future Eucalyptus) Avenue at the westerly project boundary. Continue Fir (future Eucalyptus) Avenue east of Redlands Boulevard. Fir (future Eucalyptus) Avenue is to be constructed as a two-lane undivided roadway with a minimum of one travel lane in each direction.
- P73. MM 4.3.1 Consistent with URBEMIS modeling inputs and to effect implementation of SCAQMD Rule 403, the following measures shall be incorporated :**
- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
  - The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
  - The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less to reduce PM10 and PM2.5 fugitive dust haul road emissions.
  - Site disturbance during mass grading and fine grading activities shall not exceed 13.66 acres per day.
  - Ground cover shall be replaced, and/or non-toxic soil stabilizers shall be applied (according to manufacturers' specifications) to any inactive construction areas (previously graded areas inactive for ten days or more).
  - In support of Project plan specifications and contract document language; and as means of controlling on-site construction vehicle speeds, for the duration of Project construction activities, speed limit signs (15 mph maximum) shall be posted at entry points to the Project site, and along any unpaved roads providing access to or within the Project site and/or any unpaved designated on-site travel routes.

- P74. MM 4.3.2 The contractor shall minimize pollutant emissions by maintaining equipment engines in good condition and in proper tune according to manufacturer's specifications and during smog season (May through October) by not allowing construction equipment to be left idling for more than five minutes (per California law).**
- P75. MM 4.3.3 The contractor shall ensure use of low-sulfur diesel fuel in construction equipment as required by the California Air Resources Board (CARB) (diesel fuel with sulfur content of 15 ppm by weight or less).**
- P76. MM 4.3.4 Contractor(s) shall ensure that all off-road heavy-duty construction equipment utilized during construction activity shall be CARB Tier 2 Certified or better.**
- P77. MM 4.3.5 In order to reduce localized Project impacts to sensitive receptors in the Project vicinity during construction, construction equipment staging areas shall be located at least 300 feet away from sensitive receptors.**
- P78. MM 4.3.6 During Project construction, existing electrical power sources (e.g., power poles) shall be utilized to power electric construction tools including saws, drills and compressors, to minimize the need for diesel or gasoline powered electric generators.**
- P79. MM 4.3.7 The Applicant shall use "Zero-Volatile Organic Compounds" paints, coatings, and solvents with a VOC content lower than required under Rule 1113 (not to exceed 150 grams/liter; 1.25 pounds/gallon). High Pressure Low Volume (HPLV) applications of paints, coatings, and solvents shall be consistent with South Coast Air Quality Management District Rule 1113. Alternatively, the Applicant shall use materials that do not require painting or are pre-painted.**
- P80. MM 4.3.8 Grading plans, construction specifications and bid documents shall also include the following notations:**
- Off-road construction equipment shall utilize alternative fuels e.g., biodiesel fuel (a minimum of B20), natural gas (CNG), liquefied natural gas (LNG), propane, except for equipment where use of such fuels would void the equipment warranty;**
  - Gravel pads shall be provided at all access points to prevent tracking of mud onto public roads;**
  - Install and maintain trackout control devices at all access points where paved and unpaved access or travel routes intersect;**
  - The contractor or builder shall designate a person or person(s) to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite;**
  - The contractor or builder shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The contact person**

**shall take corrective action within 24 hours;**

- High pressure injectors shall be provided on diesel construction equipment where feasible;**
- Engine size of construction equipment shall be limited to the minimum practical size;**
- Substitute gasoline-powered for diesel powered construction equipment where feasible;**
- Use electric construction equipment where feasible;**
- Install catalytic converters on gasoline-powered equipment where feasible;**
- Ride-sharing program for the construction crew shall be encouraged and shall be supported by contractor(s) via incentives or other inducement;**
- Documentation shall be provided to the City of Moreno Valley indicating that construction workers have been encouraged to carpool or otherwise reduce VMT to the greatest extent practical, including providing information on available park and ride programs;**
- Lunch services shall be provided onsite during construction to minimize the need for offsite vehicle trips;**
- All forklifts used during construction and in subsequent operation of the Project shall be electric or natural gas powered.**

**P81. MM 4.3.9 Throughout Project construction, a construction relations officer/community liaison, appointed by the Applicant, shall be retained on-site. In coordination and cooperation with the City, the construction relations officer/community liaison shall respond to any concerns related to PM10 (fugitive dust) generation or other construction-related air quality issues.**

**P82. MM 4.3.10 All Project entrances shall be posted with signs which state:**

- Truck drivers shall turn off engines when not in use;**
- Diesel delivery trucks servicing the Project shall not idle for more than three (3) minutes; and**
- Telephone numbers of the building facilities manager and CARB, to report violations.**

**These measures shall be enforced by the on-site facilities manager (or equivalent).**

**P83. MM 4.3.11 Buildings shall surpass incumbent California Title 24 Energy Efficiency performance standards by a minimum of 20 percent for water heating and space heating and cooling. Verification of increased energy efficiencies shall be documented in Title 24 Compliance Reports provided by the Applicant, and reviewed and approved by the City prior to the issuance of the first building permit. Any combination of the following design features may be used to fulfill this mitigation measure provided that the total increase in efficiency meets or exceeds 20 percent.**

- Increase in insulation such that heat transfer and thermal bridging is minimized;**
- Limit air leakage through the structure or within the heating and cooling**



**distribution system to minimize energy consumption;**

- Incorporate dual-paned or other energy efficient windows;**
- Incorporate energy efficient space heating and cooling equipment;**
- Interior and exterior energy efficient lighting which exceeds the California Title 24 Energy Efficiency performance standards shall be installed, as deemed acceptable by the City of Moreno Valley. Automatic devices to turn off lights when they are not needed shall be implemented;**
- To the extent that they are compatible with landscaping guidelines established by the City of Moreno Valley, shade producing trees, particularly those that shade buildings and paved surfaces such as streets and parking lots and buildings shall be planted at the Project site.**
- Paint and surface color palette for the Project shall emphasize light and off-white colors which will reflect heat away from the buildings.**

**All buildings shall be designed to accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to their architectural design.**

- P84. MM 4.3.12 The Project shall be designed to facilitate the reduction of waste generated by building occupants that is hauled to and disposed of in landfills by providing easily accessible areas that are dedicated to the collection and storage of recyclable materials including: paper, cardboard, glass, plastics, and metals. Locations of proposed recyclable materials collection areas are subject to review and approval by the City. Prior to Final Site Plan approval, locations of proposed recyclable materials collection areas shall be delineated on the Project Site Plan.**

- P85. MM 4.3.13 GHG emissions reductions measures shall also include the following:**

- The Project shall provide secure, weather-protected on-site bicycle storage/parking consistent with City of Moreno Valley requirements;**
- The Project shall provide pedestrian and bicycle connections to surrounding areas, consistent with provisions of the City of Moreno Valley General Plan. Location and configurations of proposed pedestrian and bicycle connections are subject to review and approval by the City. Prior to Final Site Plan approval, pedestrian and bicycle connections shall be indicated on the Project Site Plan;**
- The Project shall provide onsite showers (one for males and one for females). Lockers for employees shall be provided.**
- Any traffic signals installed as part of the Project will utilize light emitting diodes (LEDs);**
- The Project will establish a Transportation Management Association (TMA). The TMA will coordinate with other TMAs within the City to encourage and coordinate carpooling among building occupants. The TMA will advertise its services to building occupants, and offer transit and/or other incentives to reduce GHG emissions. Additionally, a shuttle will be provided during any one hour period where more than 20 employees or construction workers**

utilize public transit. A plan will be submitted by the TMA to the City within two months of Project completion that outlines the measures implemented by the TMA, as well as contact information; The Project shall provide preferential parking for carpools and vanpool. Locations and configurations of proposed preferential parking for carpools and vanpools are subject to review and approval by the City. Prior to Final Site Plan approval, preferential parking for carpools and vanpools shall be delineated on the Project Site Plan;

• The Project shall provide at least two electric vehicle charging stations. Locations and configurations of proposed charging stations are subject to review and approval by the City. Prior to issuance of the first building permit, stub outs for charging stations shall be indicated on the Project building plans.

• Lease/purchase documents shall identify that tenants are encouraged to provide incentives to realize the following:

- Implementation of compressed workweek schedules;
- SmartWay partnership;
- Achievement of at least 20% per year (as a percentage of previous percentage, not total trips) increase in percentage of consolidated trips carried by SmartWay carriers until it reaches a minimum of 90% of all long haul trips carried by SmartWay 1.0 or greater carriers.
- Achievement of at least 15% per year (as a percentage of previous percentage, not total trips) increase in percentage of long haul trips carried by SmartWay carriers until it reaches a minimum of 85% of all consolidator trips carried by SmartWay 1.0 or greater carriers.
- Use of fleet vehicles conforming to 2010 air quality standards or better.
- Installation of catalytic converters on gasoline-powered equipment.
- Inclusion of electric powered and/or compressed natural gas fueled trucks and/or vehicles in fleets;
- Establishment and use of carpool/vanpool programs, complemented by parking fees for single-occupancy vehicles;
- Provision of preferential parking for EV and CNG vehicles;
- Use of electrical equipment (instead of gasoline-powered equipment) for landscape maintenance;
- Use of electric (instead of diesel or gasoline-powered) yard trucks;
- Use of SmartWay 1.25 rated trucks.

**P86. MM 4.4.1** Prior to the issuance of any grading or building permit, the Project plans and specifications shall include a statement that during all Project site construction, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. And further that the construction contractor shall place all stationary construction equipment so that emitted noise is directed away from off-site receptors nearest the Project site. The statement in the plans and specifications shall be reviewed and approved by the City of Moreno Valley Planning Department, or their designee.

- P87. MM 4.4.2 Prior to the issuance of any grading or building permit, the Project plans and specifications shall include a statement that the construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and off-site receptors nearest the Project site during all Project construction. The statement in the plans and specifications shall be reviewed and approved by the City of Moreno Valley Planning Department, or their designee.**
- P88. MM 4.4.3 Prior to the issuance of any grading or building permit, the Project plans and specifications shall include a statement that construction activities, including haul truck operations, shall be limited to the hours between 7:00 a.m. and 8:00 p.m. Monday through Friday. No Project-related construction activities shall occur on weekends or Federal holidays. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. The statement in the plans and specifications shall be reviewed and approved by the City of Moreno Valley Planning Department, or their designee.**
- P89. MM 4.4.4 Prior to the issuance of any grading or building permit, the Project plans and specifications shall include a statement that for the duration of grading and site preparation activities, temporary construction noise curtains or similar line-of-sight noise reduction measures shall be installed along the Project's southerly boundary. Noise curtains shall be installed so as to provide maximum reduction for noise sensitive uses (at present a single residence located southerly of the Project site) and shown on the grading plans prepared for the Project.**
- P90. MM 4.5.1 Prior to the issuance of building permits, the Project Applicant shall contribute funding toward the acquisition of new water supplies, new treatment or recycled water facilities, and water efficiency measures for existing customers to develop new water supplies. The extent of additional funding shall be determined by the EMWD and may take the form of a new component of connection fees or a separate charge.**
- P91. MM 4.5.2 The Applicant shall install water efficient devices and landscaping according to the requirements of EMWD's water use efficiency ordinance(s) effective at the time of Project construction.**
- P92. MM 4.5.3 The Applicant shall meet with EMWD staff at the earliest feasible date to develop a Plan of Service (POS) for the Project. The POS shall detail water, wastewater and recycled water facilities requirements to serve the Project, to be constructed by the Applicant.**
- P93. MM 4.5.4 Until the Project begins construction, the Project Water Supply Assessment shall be reviewed for its continued accuracy and adequacy every**

three (3) years, commencing on the WSA approval date of June 4, 2008. The Project Applicant shall maintain communication with EMWD on the status of the Project, and the lead agency shall request the referenced three-year periodic review and update of the WSA. If neither the Project applicant nor the lead agency contacts EMWD within three (3) years of approval of this WSA, it shall be assumed that the Project no longer requires the estimated water demand as calculated in the WSA. The demand for the Project will not be considered in assessments for future projects, and the assessment provided within the Project WSA shall be considered invalid.

- P94. MM 4.7.1 A professional cultural resources monitor (Project Paleontological Monitor) shall conduct full-time monitoring throughout site excavation and grading activities. The monitor shall be equipped to salvage and/or record the location of historic and/or archaeological resources as they may be unearthed to avoid construction delays, consistent with the requirements of California Public Resources Code Section 21083.2. The monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens or finds and to allow the preparation of recovered resources to a point of identification. One monitor for both archaeological and paleontological resources is sufficient if the monitor is qualified in both disciplines to the satisfaction of the City of Moreno Valley.**
- P95. MM 4.7.2 Should historic or prehistoric resources of potential significance be identified, a qualified archaeologist shall be contacted to assess the find(s) and make recommendations in regard to further monitoring. Resources shall be left in an undisturbed state where feasible. Where preservation in place is infeasible, all recovered resources shall then be curated in an established, accredited museum repository with permanent retrievable archaeological/historic resource storage. A report of findings shall also be prepared by a qualified archaeologist, and shall include an itemized inventory of any specimens recovered. The report and confirmation of curation of any recovered resources from an accredited museum repository shall signify completion of the program to mitigate impacts to archaeological/ historic resources. If disturbed resources are required to be collected and preserved, the applicant shall be required to participate financially up to the limits imposed by Public Resources Code Section 21083.2.**
- P96. MM 4.7.3 Prior to the issuance of a grading permit, a City-approved Project Paleontologist shall be retained to initiate and supervise paleontological mitigation-monitoring in all areas of the Project site, subject to the following certain constraints:**
- Once excavations reach ten (10) feet in depth, monitoring of excavation in areas identified as likely to contain paleontological resources by a qualified paleontological monitor or his/her representative must take place;**
  - A paleontological mitigation-monitoring plan shall be developed before grading begins;**

- Paleontological monitors shall be equipped to salvage and/or record the location of fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates;
  - Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens; and
  - Monitoring may be reduced if the potentially fossiliferous units described herein are not present, or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources
- P97. MM 4.8.1 Prior to the issuance of a grading permit, a “no touch” area shall be staked along the westerly limit of Project development as defined by the alignment of the scour wall proposed along the Quincy Channel. Importantly, the westerly limits of development shall be established so as to preclude potential permanent impacts to CDFG and/or Corps Jurisdictional Areas within the westerly adjacent Quincy Channel. Prior to the issuance of a grading permit, a City-approved Project biologist shall be retained to initiate and supervise monitoring of construction activities to ensure protection and preservation of adjacent Channel areas.**
- P98. MM 4.8.2 Prior to issuance of a grading permit, the proposed scour wall to be located between the developed Project site and the Quincy Channel shall be shown on the grading plans. Alignment of the scour wall shall be field-determined and physically delineated by the Project biologist in consultation with the City. Importantly, the scour wall alignment shall be established so as to preclude potential impacts to CDFG and/or Corps Jurisdictional Areas within the westerly adjacent Quincy Channel. Ongoing monitoring of construction activities shall be maintained throughout implementation of the scour wall to ensure protection and preservation of adjacent Channel areas.**
- P99. MM 4.8.3 Prior to issuance of a building permit, landscape and irrigation plans shall be approved which demonstrate that no invasive, non-native plants will be planted or seeded within 150 feet of the avoided riparian habitat along the Quincy Channel.**
- P100. MM 4.8.4 Prior to the issuance of any grading permits and prior to any physical disturbance of any jurisdictional areas, the applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from both the California Department of Fish and Game and the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to the Community Development Department - Planning Division and the Public Works Department - Land Development Division.**

- P101. MM 4.8.5 Prior to issuance of a grading permit, the Applicant shall develop and implement a Habitat Mitigation and Monitoring Plan (HMMP) to restore impacted riparian (mulefat) habitat. Prior to implementation, the HMMP shall be reviewed and approved by the CDFG. If in its final design, the CDFG-approved HMMP involves use or restoration of USACE or RWQCB jurisdictional areas, USACE and/or RWQCB approval shall also be obtained. The HMMP shall, at a minimum, meet the following requirements:**
- A habitat replacement and/or enhancement ratio of at least 1:1 for temporary impact;**
  - A success criterion of at least 80 percent cover of native riparian vegetation for replaced habitat; and**
  - Additional requirements, including a 3-year establishment period for the replacement habitat, regular trash removal, native plant re-vegetation for areas temporarily disturbed by construction and regular maintenance and monitoring activities to ensure the success of the mitigation plan; and**
  - Prior to the issuance of a grading permit, as part of the Project HMMP, appropriate maintenance and monitoring protocols will be developed in concert with CDFG based on final Project designs, and the ultimate scope, location, and type of mitigation reflected in the HMMP as approved by CDFG.**
- P102. MM 4.8.6 If possible, all vegetation removal activities shall be scheduled from August 1 to February 1, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season (February 15 – July 31), all suitable habitat will be thoroughly surveyed for the presence of nesting birds within 72 hours prior to clearing. All surveys shall be performed by a qualified Project biologist to be retained by the Applicant and vetted by the City. The survey results shall be submitted by the Project Applicant to the Planning Division. If any active nests are detected, the nest(s) shall be flagged in the field and mapped on the construction plans along with a minimum 50-foot buffer and up to 300 feet for raptors, with the final buffer distance to be determined by the Project biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the Project biologist will be present on the site to monitor vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.**
- P103. MM 4.8.7 Within 30 days of site clearing activities, a pre-construction burrowing owl survey shall be conducted to document the presence/absence of any occupied owl burrows. Any owls present shall be passively or actively relocated following CDFG approved protocols, and with CDFG permission, prior to commencement of clearing. The survey shall be submitted to the Planning Division prior to issuance of a grading permit.**

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- B1. The above project shall comply with the current California Codes (CBC, CEC, CMC and the CPC) as well as all other city ordinances. All new projects shall provide a soils report. Plans shall be submitted to the Building Department as a separate submittal.

**COMMERCIAL, INDUSTRIAL, MULTI-FAMILY PROJECTS INCLUDING  
CONDOMINIUMS, TOWNHOMES, DUPLEXES AND TRIPLEX BUILDINGS  
REQUIRE THE FOLLOWING:**

Prior to final inspection, all plans will be placed on a CD Rom for reference and verification. Plans will include "as built" plans, revisions and changes. The CD will also include Title 24 energy calculations, structural calculations and all other pertinent information. It will be the responsibility of the developer and or the building or property owner(s) to bear all costs required for this process. The CD will be presented to the Building Department for review prior to final inspection and building occupancy. The CD will become the property of the Moreno Valley Building Department at that time. In addition, a site plan showing the path of travel from public right of way and building to building access with elevations will be required.

- B2. (BP) Prior to the issuance of a building permit, the applicant shall submit a properly completed "Waste Management Plan" (WMP), as required, to the Compliance Official (Building Official) as a portion of the building or demolition permit process.

**SCHOOL DISTRICT**

- S1. (BP) Prior to issuance of building permits, the developer shall provide to the Community Development Director a written certification by the affected school district that either: (1) the project has complied with the fee or other exaction levied on the project by the governing board of the district, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the project.

**UNITED STATES POSTAL SERVICE**

- PO1. (BP) Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

**FIRE PREVENTION BUREAU**

- 1. Prior to building permits being issued, the applicant shall complete the proposed pipeline improvements shown on EMWD WO#12713. These improvements include proposed pipeline additions on site and off.**
- 2. The following Standard Conditions shall apply.**

With respect to the conditions of approval, the following fire protection measures shall be provided in accordance with Moreno Valley City Ordinances and/or recognized fire protection standards:

- F1. Final fire and life safety conditions will be addressed when the Fire Prevention Bureau reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in force at the time of building plan submittal.
- F2. 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 4000 GPM for 4 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 508.3, Appendix B and MVMC 8.36.100 Section D) A 50% reduction in fire flow was granted for the use of fire sprinklers throughout the facility. The reduction shall only apply to fire flow; hydrant spacing shall be per the fire flow requirements listed in CFC Appendix B and C prior to credits being granted.
- F3. Industrial, Commercial, Multi-family, Apartment, Condominium, Townhouse or Mobile Home Parks. A combination of on-site and off super enhanced fire hydrants (6" x 4" x 4" x 2 1/2" ) shall not be closer than 40 feet and more than 150 feet from any portion of the building as measured along approved emergency vehicular travel ways. The required fire flow shall be available from any adjacent fire hydrant(s) in the system. Where new water mains are extended along streets where hydrants are not needed for protection of structures or similar fire problems, super or enhanced fire hydrants as determined by the fire code official shall be provided at spacing not to exceed 500 feet of frontage for transportation hazards. (CFC 508.5.7 & MVMC 8.36.050 Section O and 8.36.100 Section E)
- F4. Prior to issuance of Building Permits, the applicant/developer shall provide the Fire Prevention Bureau with an approved site plan for Fire Lanes and signage. (MVMC 8.36.050 and CFC 501.3)
- F5. Prior to construction and issuance of building permits, all locations where structures are to be built shall have an approved Fire Department emergency vehicular access



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road (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. (CFC 501.4 and MVMC 8.36.050 Section A)

- F6. Prior to construction and issuance of Building Permits, fire lanes and fire apparatus access roads shall have an unobstructed width of not less than or thirty (30) feet as approved by the Fire Prevention Bureau and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches. (CFC 503.2.1.1 and MVMC 8.36.050)
- F7. Prior to construction, all roads, driveways and private roads shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.050)
- F8. 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 and MVMC 8.36.050 Section A)
- F9. 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 501.3 and MVMC 8.36.050)
- F10. 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 and MVMC 8.36.050)
- F11. Prior to issuance of Building Permits, the applicant/developer shall participate in the Fire Impact Mitigation Program. (Fee Resolution as adopted by City Council)
- F12. 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.

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.

Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available

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- unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 508.1 and MVMC 8.36.100)
- F13. Prior to issuance of Certificate of Occupancy or Building Final, “Blue Reflective Markers” shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 510.1)
- F14. Prior to issuance of Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the street side and rear access locations. The numerals shall be a minimum of twelve (12) inches in height for buildings and six (6) inches in height for suite identification on a contrasting background. Unobstructed lighting of the address(s) shall be by means approved by the Fire Prevention Bureau and Police Department. In multiple suite centers (strip malls), businesses shall post the name of the business on the rear door(s). (CFC 505.1)
- F15. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire sprinkler system based on square footage and type of construction, occupancy or use. Fire sprinkler plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9)
- F16. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire alarm system monitored by an approved Underwriters Laboratory listed central station based on a requirement for monitoring the sprinkler system, occupancy or use. Fire alarm panel shall be accessible from exterior of building in an approved location. Plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9 and MVMC 8.36.070)
- F17. Prior to issuance of a Certificate of Occupancy or Building Final, a “Knox Box Rapid Entry System” shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Chief. The Knox-Box shall be supervised by the alarm system and all exterior security emergency access gates shall be electronically operated and be provided with Knox key switches for access by emergency personnel. (CFC 506.1)
- F18. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall be responsible for obtaining underground and/or above ground tank permits for the storage of combustible liquids, flammable liquids, or any other hazardous materials from both the County of Riverside Community Health Agency Department of Environmental Health and the Fire Prevention Bureau. (CFC 3401.4 and 2701.5)
- F19. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer must submit a simple plot plan, a simple floor plan, and other plans as requested, each as an electronic file in .dwg format, to the Fire Prevention Bureau. Alternate file formats may be acceptable with approval by the Fire Chief.

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- F20. 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 503.2.7 and MVMC 8.36.050 Section I)
- F21. 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 8.36.050)
- F22. Complete plans and specifications for fire alarm systems, fire-extinguishing systems (including automatic sprinklers or standpipe systems), clean agent systems (or other special types of automatic fire-extinguishing systems), as well as other fire-protection systems and appurtenances thereto shall be submitted to the Moreno Valley Fire Prevention Bureau for review and approval prior to system installation. Submittals shall be in accordance with CFC Chapter 9 and associated accepted national standards.
- F23. A permit is required to maintain, store, use or handle materials, or to conduct processes which produce conditions hazardous to life or property, or to install equipment used in connection with such activities. Such permits shall not be construed as authority to violate, cancel or set aside any of the provisions of this code. Such permit shall not take the place of any license required by law. Applications for permits shall be made to the Fire Prevention Bureau in such form and detail as prescribed by the Bureau. Applications for permits shall be accompanied by such plans as required by the Bureau. Permits shall be kept on the premises designated therein at all times and shall be posted in a conspicuous location on the premises or shall be kept on the premises in a location designated by the Fire Chief. Permits shall be subject to inspection at all times by an officer of the fire department or other persons authorized by the Fire Chief in accordance with Appendix Chapter 1 and MVMC 8.36.100.
- F24. Approval of the safety precautions required for buildings being constructed, altered or demolished shall be required by the Fire Chief in addition to other approvals required for specific operations or processes associated with such construction, alteration or demolition. (CFC Chapter 14 & CBC Chapter 33)
- F25. Prior to issuance of Certificate of Occupancy, permits are required to store, dispense, use or handle hazardous material. Each application for a permit shall include a hazardous materials management plan (HMMP). The location of the HMMP shall be posted adjacent to (other) permits when an HMMP is provided. The HMMP shall include a facility site plan designating the following:
- a) Storage and use areas;
  - b) Maximum amount of each material stored or used in each area;
  - c) Range of container sizes;

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- d) Locations of emergency isolation and mitigation valves and devices;
- e) Product conveying piping containing liquids or gases, other than utility-owned fuel gas lines and low-pressure fuel gas lines;
- f) On and off positions of valves for valves which are of the self-indicating type;
- g) Storage plan showing the intended storage arrangement, including the location and dimensions of aisles. The plans shall be legible and approximately to scale. Separate distribution systems are allowed to be shown on separate pages; and
- h) Site plan showing all adjacent/neighboring structures and use.

NOTE: Each application for a permit shall include a hazardous materials inventory statement (HMIS).

- F26. Before a Hazardous Materials permit is issued, the Fire Chief shall inspect and approve the receptacles, vehicles, buildings, devices, premises, storage spaces or areas to be used. In instances where laws or regulations are enforceable by departments other than the Fire Prevention Bureau, joint approval shall be obtained from all departments concerned. (CFC Appendix H)
- F27. Construction or work for which the Fire Prevention Bureau's approval is required shall be subject to inspection by the Fire Chief and such construction or work shall remain accessible and exposed for inspection purposes until approved. (CFC Section 106)
- F28. The Fire Prevention Bureau shall maintain the authority to inspect, as often as necessary, buildings and premises, including such other hazards or appliances designated by the Fire Chief for the purpose of ascertaining and causing to be corrected any conditions which would reasonably tend to cause fire or contribute to its spread, or any violation of the purpose or provisions of this code and of any other law or standard affecting fire safety. (CFC Section 106)
- F29. Permit requirements issued, which designate specific occupancy requirements for a particular dwelling, occupancy, or use, shall remain in effect until such time as amended by the Fire Chief. (CFC Section 104)
- F30. In accordance with the California Fire Code Appendix Chapter 1, where no applicable standards or requirements are set forth in this code, or contained within other laws, codes, regulations, ordinances or bylaws adopted by the jurisdiction, compliance with applicable standards of the National Fire Protection Association or other nationally recognized fire safety standards as are approved shall be deemed as prima facie evidence of compliance with the intent of this code as approved by the Fire Chief. (CFC Section 102.7)

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- F31. Any alterations, demolitions, or change in design, occupancy and use of buildings or site will require plan submittal to the Fire Prevention Bureau with review and approval prior to installation. (CFC Appendix Chapter 1)
- F32. Emergency and Fire Protection Plans shall be provided when required by the Fire Prevention Bureau. (CFC Section 105)
- F33. Prior to construction, all traffic calming designs/devices must be approved by the Fire Marshal and City Engineer.

**PUBLIC WORKS DEPARTMENT – LAND DEVELOPMENT DIVISION**

The following are the Public Works Department – Land Development Division Conditions of Approval for this project and shall be completed at no cost to any government agency. All questions regarding the intent of the following conditions shall be referred to the Public Works Department – Land Development Division.

**General Conditions**

- LD1. (G) 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)
- LD2. (G) 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 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. The City Engineer may require the dedication and construction of necessary utilities, streets or other improvements outside the area of any particular map, if the improvements are needed for circulation, parking, access, or for the welfare or safety of the public. (MC 9.14.080, GC 66412 and 66462.5) 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. The City Engineer may require the construction of necessary utilities, streets 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.
- LD3. (G) It is understood that the tentative map and plot plan correctly shows all existing easements, traveled ways, and drainage courses, and that their omission may require the map or plans associated with this application to be resubmitted for further consideration. (MC 9.14.040)
- LD4. **(G) 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. In the event that the developer is unsuccessful, he shall enter into an 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)**

- LD5. (G) If improvements associated with this project are not initiated within two years of the date of approval of the Public Improvement Agreement, the City Engineer may require that the improvement cost estimate 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 Public Improvement Agreement or issuance of a permit.
- LD6. (G) The developer shall monitor, supervise and control all construction and construction supportive 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 Public Works Department.
  - (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 shall be adhered to during the grading operations.

Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedies as noted in the 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.

- LD7. (G) The developer shall protect downstream properties from damage caused by alteration of drainage patterns, i.e., concentration or diversion of flow. 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)

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- LD8. (G) A detailed drainage study shall be submitted to the City Engineer for review and approval at the time of any improvement or grading plan submittal. The study shall be prepared by a registered civil engineer and shall include existing and proposed hydrologic conditions. Hydraulic calculations are required for all drainage control devices and storm drain lines. (MC 9.14.110). Prior to approval of the related improvement or grading plans, the developer shall submit the approved drainage study, on compact disk, in (.pdf) digital format to the Land Development Division of the Public Works Department.
- LD9. (G) Prior to final map approval, commencing applicable street improvements, or obtaining the first building permit, the developer shall enter into a Development Impact Fee (DIF) Improvement Credit Agreement to secure credit and reimbursement for the construction of applicable arterial street, traffic signal, and/or interchange improvements. If the developer fails to complete this agreement prior to the timing as specified above, no credits or reimbursements will be given. The applicant shall pay Arterial Streets, Traffic Signals, and Interchange Improvements development impact fees adopted by the City Council by resolution. (Ord. 695 § 1.1 (part), 2005) (MC 3.38.030, .040, .050)
- LD10. (G) The final conditions of approval issued by the Planning Division subsequent to Planning Commission approval shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plan sets on twenty-four (24) inch by thirty-six (36) inch mylar and submitted with the plans for plan check. These conditions of approval shall become part of these plan sets and the approved plans shall be available in the field during grading and construction.
- LD11. (G) Upon approval of the tentative tract map and plot plan by the Planning Commission, the Developer shall submit the approved tentative tract map or plot plan on compact disk in (.dxf) digital format to the Land Development Division of the Public Works Department.

Prior to Grading Plan Approval or Grading Permit

- LD12. (GPA) Prior to approval of the grading plans, plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch mylar and signed by a registered civil engineer and other registered/licensed professional as required.
- LD13. (GPA) Prior to approval of grading plans, 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.

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- 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.
- c. A grading permit shall be obtained from the Public Works Department Land Development Division prior to commencement of any grading outside of the City maintained road right-of-way.
- d. All improvement plans are substantially complete and appropriate clearance and at-risk letters are provided to the City. (MC 9.14.030)
- e. The developer shall submit a soils and geologic report to the Public Works Department – Land Development Division. The report shall address the soil's stability and geological conditions of the site.

LD14. (GPA) Prior to grading plan approval, the developer shall select and implement treatment control best management practices (BMPs) that are medium to highly effective for treating Pollutants of Concern (POC) for the project. Projects where National Pollution Discharge Elimination System (NPDES) mandates water quality treatment control best management practices (BMPs) shall be designed per the City of Moreno Valley guidelines or as approved by the City Engineer.

LD15. (GPA) Prior to approval of the grading plans 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). The WDID# shall be noted on the grading plans prior to issuance of the first grading permit.

LD16. (GPA) Prior to the grading plan approval, or issuance of a building permit, if a grading permit is not required, the Developer shall submit two (2) copies of the final project-specific Water Quality Management Plan (WQMP) for review by the City Engineer that :

- 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. Incorporates Treatment Control BMPs and provides information regarding design considerations;
- d. Describes the long-term operation and maintenance requirements for BMPs requiring maintenance; and



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- e. 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 contacting the Land Development Division of the Public Works Department.

- LD17. (GPA) Prior to the grading plan approval, or issuance of a building permit, if a grading permit is not required, the Developer shall record a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant," to provide public notice of the requirement to implement the approved final project-specific WQMP and the maintenance requirements associated with the WQMP.

A boilerplate copy of the "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant," can be obtained by contacting the Land Development Division of the Public Works Department

- LD18. (GPA) Prior to the grading plan approval, or issuance of a building permit, if a grading permit is not required, the Developer shall secure approval of the final project-specific WQMP from the City Engineer. The final project-specific WQMP shall be submitted at the same time of grading plan submittal. The approved final WQMP shall be submitted to the Storm Water Program Manager on compact disk(s) in Microsoft Word format prior to grading plan approval.

- LD19. (GPA) Prior to the grading plan approval, or issuance of a building permit as determined by the City Engineer, the approved final project-specific WQMP shall be incorporated by reference or attached to the project's Storm Water Pollution Prevention Plan as the Post-Construction Management Plan.

- LD20. (GPA) Prior to grading plan approval, the developer shall prepare a Storm Water Pollution Prevention Plan (SWPPP) in conformance with the state's 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. The SWPPP shall be submitted to the Storm Water Program Manager on compact disk(s) in Microsoft Word format.

- LD21. (GPA) Prior to the approval of the grading plans, the developer shall pay applicable remaining grading plan check fees.

- LD22. (GPA/MA) Prior to the later of either grading plan or final map approval, resolution of all drainage issues shall be as approved by the City Engineer.

- LD23. (GP) Prior to issuance of a grading permit, or building permit when a grading permit is not required, for projects that require a project-specific Water Quality Management Plan (WQMP), a project-specific final WQMP (F-WQMP) shall be approved. Upon approval, a WQMP Identification Number is issued by the Storm

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Water Management Section and shall be noted on the rough grading plans as confirmation that a project-specific F-WQMP approval has been obtained.

- LD24. (GP) Prior to the issuance of a grading permit the developer shall submit recorded slope easements from adjacent landowners in any areas where grading resulting in slopes is proposed to take place outside of the project boundaries. For all other offsite grading, written permission from adjacent property owners shall be submitted.
- LD25. (GP) Prior to issuance of a grading permit, if the fee has not already been paid prior to map approval or prior to issuance of a building permit if a grading permit is not required, the developer shall pay Area Drainage Plan (ADP) fees. The developer shall provide a receipt to the City showing that ADP fees have been paid to Riverside County Flood Control and Water Conservation District. (MC 9.14.100)
- LD26. (GP) Prior to issuance of a grading permit, security, in the form of a cash deposit (preferable), letter of credit, or performance bond shall be required to be submitted as a guarantee of the completion of the grading required as a condition of approval of the project.
- LD27. (GP) Prior to issuance of a grading permit, the developer shall pay the applicable grading inspection fees.

Prior to Map Approval or Recordation

- LD28. (MA) Prior to approval of the map, all street dedications shall be 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. All dedications shall be free of all encumbrances as approved by the City Engineer.
- LD29. (MA) Prior to approval of the map, security shall be required to be submitted as a guarantee of the completion of the improvements required as a condition of approval of the project. A public improvement agreement will be required to be executed.
- LD30. (MA) Prior to approval of the map, the developer shall enter into an 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. (MC 9.14.110)
- LD31. (MR) Prior to recordation of the map 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. (MC 9.14.110)

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LD32. (MR) Prior to recordation of the final map, this project is subject to requirements under the current permit for storm water activities required as part of the National Pollutant Discharge Elimination System (**NPDES**) as mandated by the Federal Clean Water Act. In compliance with Proposition 218, the developer shall agree to approve the City of Moreno Valley NPDES Regulatory Rate Schedule that is in place at the time of recordation. Following are the requirements:

- a. Select one of the following options to meet the financial responsibility to provide storm water utilities services for the required operation and maintenance monitoring and system evaluations in accordance with Resolution No. 2002-46.
  - i. Participate in the mail ballot proceeding in compliance with Proposition 218, for the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule and pay all associated costs with the ballot process; or
  - ii. Establish an endowment to cover future City costs as specified in the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule.
- b. Notify the Special Districts Division of the intent to record the final map 90 days prior to City Council action authorizing recordation of the final map and the financial option selected. (California Government Code & Municipal Code)

LD33. (MR) Prior to recordation of the Final Map, the Grading Plan (s) and Landscape and Irrigation Plan (s) prepared for the "Water Quality Ponds/Bio-Swales" shall be drawn on twenty-four (24) inch by thirty-six (36) inch mylar and signed by a registered civil engineer or other registered/licensed professional as required. The developer, or the developer's successors or assignees shall secure the initials of the Engineering Division Manager or his designee on the mylars prior to the plans being approved by the City Engineer. (MC 9.14.100.C.2)

LD34. (MR) Prior to recordation of the map, the developer shall submit the map, on compact disks, in (.dxf) digital format to the Land Development Division of the Public Works Department.

Prior to Improvement Plan Approval or Construction Permit

LD35. (IPA) Prior to approval of the improvement plans, the improvement plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch mylar and signed by a registered civil engineer and other registered/licensed professional as required.

LD36. (IPA) Prior to approval of the improvement plans, the developer shall submit clearances from all applicable agencies, and pay all outstanding plan check fees. (MC 9.14.210)

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- LD37. (IPA) All public improvement plans prepared and signed by a registered civil engineer in accordance with City standards, policies and requirements shall be approved by the City Engineer in order for the Public Improvement Agreement and accompanying security to be executed.
- LD38. (IPA) Prior to approval of the improvement plans, securities and a public improvement agreement shall be required to be submitted and executed as a guarantee of the completion of the improvements required as a condition of approval of the project.
- LD39. (IPA) The street improvement plans shall comply with all applicable City standards and the following design standards throughout this project:
- a. Corner cutbacks in conformance with City Standard 208 shall be shown on the final map or, if no map is to be recorded, offered for dedication by separate instrument.
  - b. Lot access to major thoroughfares shall be restricted except at intersections and approved entrances and shall be so noted on the final map. (MC 9.14.100)
  - c. The minimum centerline and flow line grades shall be one percent unless otherwise approved by the City Engineer. (MC 9.14.020)
- LD40. (IPA) Prior to approval of the improvement plans, the plans shall be based upon a centerline profile, extending beyond the project boundaries a minimum distance of 300 feet at a grade and alignment approved by the City Engineer. Design plan and profile information shall include the minimum 300 feet beyond the project boundaries.
- LD41. (IPA) Prior to approval of the improvement plans, 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 years old and recently slurry sealed streets less than one year old. Pavement cuts for trench repairs may be allowed for emergency repairs or as specifically approved in writing by the City Engineer.
- LD42. (IPA) Prior to approval of the improvement plans, 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, those access ramps in that intersection shall be retrofitted to comply with current ADA requirements, unless approved otherwise by the City Engineer.

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- LD43. (IPA) Prior to approval of the improvement plans, any drainage facilities with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency escape shall also be provided. (MC 9.14.110)
- LD44. (IPA) Prior to the approval of the improvement plans, the hydrology study shall show that the 10-year storm flow will be contained within the curb and the 100-year storm flow shall be contained within the street right-of-way. In addition, one lane in each direction shall not be used to carry surface flows during any storm event for street sections equal to or larger than a minor arterial. When any of these criteria is exceeded, additional drainage facilities shall be installed. (MC 9.14.110 A.2)
- LD45. (IPA) The project shall be designed to accept and properly convey all off-site drainage flowing onto or through the site. All storm drain design and improvements shall be subject to review and approval of the City Engineer. In the event that the City Engineer permits the use of streets for drainage purposes, the provisions of the Development Code will 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 Public Works Department – Land Development Division. (MC 9.14.110)
- LD46. (CP) All work performed within the City right-of-way requires a construction permit. As determined by the City Engineer, security may be required for work within the right-of-way. Security shall be in the form of a cash deposit or other approved means. The City Engineer may require the execution of a public improvement agreement as a condition of the issuance of the construction permit. All inspection fees shall be paid prior to issuance of construction permit. (MC 9.14.100)
- LD47. (CP) Prior to issuance of a construction permit, all public improvement plans prepared and signed by a registered civil engineer in accordance with City standards, policies and requirements shall be approved by the City Engineer.
- LD48. (CP) Prior to issuance of construction permits, the developer shall submit all improvement plans on compact disks, in (.dxf) digital format to the Land Development Division of the Public Works Department.
- LD49. (CP) Prior to issuance of construction permits, the developer shall pay all applicable inspection fees.

Prior to Building Permit

- LD50. (BP) Prior to issuance of a building permit (excluding model homes), an approval by the City Engineer is required of the water quality control basin(s). The developer shall provide certification to the line, grade, flow test and system invert elevations.

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- LD51. (BP) Prior to issuance of a building permit, all pads shall meet pad elevations per approved plans as noted by the setting of “Blue-top” markers installed by a registered land surveyor or licensed engineer.
- LD52. (BP) Prior to issuance of a building permit, the developer shall submit for review and approval, a Waste Management Plan (WMP) that shows data of waste tonnage, supported by original or certified photocopies of receipts and weight tags or other records of measurement from recycling companies and/or landfill and disposal companies. The Waste Management Plan shall contain the following:
- a. The estimated volume or weight of project waste to be generated by material type. Project waste or debris may consist of vegetative materials including trees, tree parts, shrubs, stumps, logs, brush, or any other type of plants that are cleared from a site. Project waste may also include roadwork removal, rocks, soils, concrete and other material that normally results from land clearing.
  - b. The maximum volume or weight of such materials that can be feasibly diverted via reuse and recycling.
  - c. The vendor(s) that the applicant proposes to use to haul the materials.
  - d. Facility(s) the materials will be hauled to, and their expected diversion rates.
  - e. Estimated volume or weight of clearing, grubbing, and grading debris that will be landfilled .

Approval of the WMP requires that at least fifty (50) percent of all clearing, grubbing, and grading debris generated by the project shall be diverted, unless the developer is granted an exemption. Exemptions for diversions of less than fifty (50) percent will be reviewed on a case by case basis. (AB939, MC 8.80)

Prior to Certificate of Occupancy

- LD53. (CO) Prior to issuance of a certificate of occupancy, if the project involves a non-residential subdivision, the map shall be recorded.
- LD54. (CO) Prior to issuance of the last certificate of occupancy or building final, the developer shall pay all outstanding fees.
- LD55. (CO) The City of Moreno Valley has an adopted Development Impact Fee (DIF) nexus study. All projects unless otherwise exempted shall be subject to the payment of the DIF prior to issuance of occupancy. The fees are subject to the provisions of the enabling ordinance and the fee schedule in effect at the time of occupancy.
- LD56. (CO) The City of Moreno Valley has an adopted area wide Transportation Uniform Mitigation Fee (TUMF). All projects unless otherwise exempted shall be subject to the payment of the TUMF prior to issuance of occupancy. The fees are subject to

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the provisions of the enabling ordinance and the fee schedule in effect at the time of occupancy.

LD57. (CO) Prior to issuance of a certificate of occupancy or building final, the developer shall construct all public improvements in conformance with applicable City standards, except as noted in the Special Conditions, including but not limited to the following applicable improvements:

- a. Street improvements including, but not limited to: pavement, base, curb and/or gutter, cross gutters, spandrel, sidewalks, drive approaches, pedestrian ramps, street lights, signing, striping, under sidewalk drains, landscaping and irrigation, medians, redwood header boards, 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 existing and proposed utility lines less than 115,000 volts.
- f. Relocation of overhead electrical utility lines including, but not limited to: electrical, cable and telephone.

LD58. (CO) Prior to issuance of a certificate of occupancy or building final, all existing and new utilities adjacent to and on-site shall be placed underground in accordance with City of Moreno Valley ordinances. (MC 9.14.130)

LD59. (CO) Prior to issuance of a certificate of occupancy or building final, in order to treat for water quality the sub-area tributary to the basin, the Developer must comply with the following:

- a. The water quality basin and all associated treatment control BMPs and all hardware per the approved civil drawing must be constructed, certified and approved by the City Engineer including, but not limited to, piping, forebay, aftbay, trash rack, etc.) Landscape and irrigation plans are not approved for installation at this time.
- b. Provide the City with an Engineer's Line and Grade Certification.
- c. Perform and pass a flow test per City test procedures.

LD60. (CO) Prior to issuance of a certificate of occupancy or building final for any Commercial/Industrial facility, whichever occurs first, the owner may have to secure

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coverage under the State's General Industrial Activities Storm Water Permit as issued by the State Water Resources Control Board.

Prior to Acceptance of Streets into the City Maintained Road System

LD61. (AOS) Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, may be required just prior to acceptance of the entire tract street(s) into the City maintained road system at the discretion of the City Engineer. If slurry is required, the developer/contractor must provide a slurry mix design submittal for City Engineer approval. The latex additive shall be Ultra Pave 70 (for anionic – per project geotechnical report) or Ultra Pave 65 K (for cationic – per project geotechnical report) or an approved equal. 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.

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**LD62. Prior to approval of the rough grading plan, this project shall demonstrate, via a final drainage study, that the increased runoff resulting from the development of this site is mitigated. During no storm event shall the flow leaving the site in the developed condition be larger than that of the pre-developed condition. The drainage study shall analyze the following events: 1, 3, 6 and 24-hour duration events for the 2, 5, 10 and 100-year storm events. The applicant understands that additional detention measures, beyond those shown on the tentative map and preliminary drainage study, may be required.**

**LD63. Prior to approval of the precise grading plan, the developer shall obtain the following offsite dedications from the adjacent property owner(s), per separate instrument, and submitted to the City for review and approval. The offsite area referenced is located between the project's east boundary line and Redlands Boulevard.**

- a. A 10-foot street right-of-way dedication on the north side of Eucalyptus Avenue (formerly Fir Avenue) starting from this project's east boundary line east to Redlands Boulevard to ensure a centerline to north right-of-way distance of 50 feet for an Arterial, City Standard 104A.**
- b. A 39-foot half street right-of-way dedication on the entire east side of "A" Street within the adjacent offsite properties 488-330-027 and 488-330-028 to ensure a centerline to east right-of-way distance of 39 feet for an Industrial Collector, City Standard 106.**



- c. A 2-foot public access easement for the portions of sidewalk which are outside of the public right-of-way, along the north side of Eucalyptus Avenue from this project's east property line east to Redlands Boulevard.**
- d. An 11-foot multi-use trail easement to the City adjoining and north of the 2-foot public access easement listed above for trail purposes, along the north side of Eucalyptus Avenue from this project's east property line east to Redlands Boulevard.**
- e. Any necessary corner cutback right-of-way dedications per City Standard 208.**

**LD64. Prior to approval of the precise grading plans, the plans shall show any proposed trash enclosure as dual bin; one bin for trash and one bin for recyclables. The trash enclosure shall be per City Standard Plan 627.**

**LD65. Prior to approval of the precise grading plans, the grading plans shall clearly show that the parking lot conforms to current City and ADA standards. The parking lot shall be 5% maximum, 1% minimum, 2% maximum at or near any disabled parking stall and travel way. Ramps, curb openings and travel paths shall all conform to current ADA standards as outlined in Department of Justice's "ADA Standards for Accessible Design", Excerpt from 28 CFR Part 36. ([www.usdoj.gov](http://www.usdoj.gov)) and as approved by the City's Building and Safety Division.**

**LD66. Prior to precise grading plan approval, the plans shall show roof drains directed to a landscaped area rather than being routed directly to the parking lot. Alternatively, roof drain flows can be directed to private storm drains which will connect to the treatment control best management practice. This shall be shown in the approved F-WQMP.**

**LD67. Prior to approval of the grading and/or improvement plans, the plans shall show the relocation of the existing water line near State Highway 60 so that it is located outside of the lettered lot being conveyed to the City for future highway expansion purposes. Ideally, the water line shall be relocated within the Eucalyptus Avenue right-of-way. The developer shall coordinate with the utility purveyor Eastern Municipal Water District (EMWD) and the City. The developer will be responsible for quitclaiming the existing abandoned easement as well as obtaining any necessary new easements.**

**LD68. Prior to approval of the grading and/or improvement plans, the plans shall show the design for the proposed improvements to the existing Quincy Channel, along the entire west side of the project and any off-site upstream or downstream improvements, as necessary. The design shall be approved by both Riverside County Flood Control and Water Conservation District**

(RCFC&WCD) and the City. The improvements shall consist of, but not be limited to, construction of a scour wall including soil removal and recompaction and a maintenance access road including a driveway approach from Eucalyptus Avenue. The developer will be responsible for obtaining the appropriate permit(s) and clearance(s).

- LD69.** Prior to approval of the grading and/or improvement plans, the plans shall show the design for the proposed improvements to the existing ditch located on the west side of Redlands Boulevard. Improvements may include, but not be limited to, the reconstruction of the existing headwall, the installation of energy dissipater(s), and a proposed pipe culvert under Eucalyptus Avenue.
- LD70.** Prior to the issuance of a grading permit, the developer shall secure all necessary off-site drainage easements for the proposed offsite drainage improvements. All easements shall be plotted and labeled on the design plans. Written permission must be obtained from off-site property owner(s) for all off-site grading and easements.
- LD71.** Prior to approval of the improvement plans, the plans shall show the design for the installation of storm drain Line D-3 of RCFC&WCD's Moreno Area Drainage Plan (ADP). The plans shall show all accompanying drainage improvements such as catch basins, laterals, etc. to properly collect and convey storm flows to Line D-3. Line D-3 shall connect to the existing ditch located on the west side of Redlands Boulevard. The design shall be approved by both RCFC&WCD and the City.
- LD72.** Prior to approval of the parcel map, the map shall show the appropriate dedication along State Highway 60, shown as a lettered lot, and conveyed to the City, for future highway expansion, consistent with Caltrans' current expansion plans, as approved by the City Engineer.
- LD73.** Prior to approval of the parcel map, the map shall show the area near the Quincy Channel, shown as a lettered lot, to be dedicated to RCFC&WCD, for drainage improvement construction, maintenance and access purposes. The area to be dedicated shall be coordinated with and approved by both RCFC&WCD and the City.
- LD74.** Prior to approval of the parcel map, the map shall show the following:
- a.** A 10-foot street right-of-way dedication on the north side of Eucalyptus Avenue (formerly Fir Avenue) along project's south frontage to ensure a centerline to north right-of-way distance of 50 feet for an Arterial, City Standard 104A.

- b. A 39-foot half street right-of-way dedication on the entire west side of “A” Street along this project’s east frontage to ensure a centerline to west right-of-way distance of 39 feet for an Industrial Collector, City Standard 106.**
  - c. The appropriate street right-of-way dedication for a cul-de-sac at the northern terminus of “A” Street per City Standard Plan 123.**
  - d. A 4-foot minimum pedestrian right-of-way dedication behind any driveway approach per City Standard 118C, on both Eucalyptus Avenue and “A” Street.**
  - e. A 2-foot public access easement to the City for the portions of sidewalk which are outside of the public right-of-way, along the north side of Eucalyptus Avenue.**
  - f. An 11-foot multi-use trail easement to the City adjoining and north of the 2-foot public access easement listed above for trail purposes, along the north side of Eucalyptus Avenue.**
  - g. Corner cutback right-of-way dedications per City Standard 208.**
- LD75. Prior to approval of the parcel map, the Developer shall guarantee the construction of the following improvements by entering into a public improvement agreement and posting security. The improvements shall be completed prior to occupancy of the first building or as otherwise determined by the City Engineer.**
- a. Redlands Boulevard, future Divided Arterial, City Standard 103A (110-foot RW / 66-foot CC) shall not be constructed to its ultimate half-width improvements with this project. However, it is acknowledged that some level of interim improvements will be required to facilitate the orderly development of this project. This project shall install the required interim improvements as directed by the City’s Land Development and Transportation Engineering Divisions during design plan check. Improvements might consist of, but not be limited to, pavement, base, street widening to include an auxiliary lane from the SH-60 E/B off-ramp south to Eucalyptus Avenue, redwood header, curb and/or AC berm, drainage structures, any necessary offsite improvement transition/joins to existing, streetlights, pedestrian ramps, removal/relocation and/or undergrounding of any power poles with overhead utility lines less than 115,000 volts, and dry and wet utilities.**
  - b. Eucalyptus Avenue (formerly Fir Avenue), Arterial, City Standard 104A (100-foot RW / 76-foot CC) shall be constructed to half-width plus an additional 18 feet south of the centerline, with an additional 5 foot**

gravel shoulder south of the 18 feet, along the entire project's south frontage and continuing offsite easterly to Redlands Boulevard. A 10-foot right-of-way dedication on the north side of the street, along the project's south property line, shall be shown on the parcel map. Required offsite dedications shall be per separate instrument. Improvements shall consist of, but not be limited to, pavement, base, redwood header, gravel, curb, gutter, sidewalk, a multi-use trail as approved by the City's Parks and Community Services Department, landscaping, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, streetlights, pedestrian ramps, removal/relocation and/or undergrounding of any power poles with overhead utility lines less than 115,000 volts, and dry and wet utilities.

- c. "A" Street, Industrial Collector, City Standard 106 (78-foot RW / 56-foot CC) shall be constructed to half-width plus an additional 18 feet minimum east of the centerline, along the project's east property line, however, per the planning level documents, the applicant has opted to construct full-width improvements. A 39-foot right-of-way dedication on the west side of the street, along the project's east property line, shall be shown on the parcel map. Required offsite dedications shall be per separate instrument. Improvements shall consist of, but not be limited to, pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, streetlights, pedestrian ramps, dry and wet utilities.
- d. The developer shall ensure adequate turn-around on Eucalyptus Avenue at the west end of the project, east of Quincy Channel, as approved by the City's Land Development, Transportation Engineering and Fire Prevention Divisions/Department.
- e. Driveway approaches shall be constructed per City Standard No. 118C. The parcel map shall show an additional 4-foot right-of-way dedication behind driveway approaches. No decorative pavers shall be placed within the public right-of-way.
- f. The developer shall install all necessary on-site and off-site drainage improvements to properly collect and convey drainage entering, within and leaving the project. This may include, but not be limited to on-site and perimeter drainage improvements to properly convey drainage within and along the project site, and downstream off-site improvements of master plan storm drain lines. The developer shall construct the following storm drain lines: Line D-3 in Eucalyptus Avenue of the Moreno Master Drainage Plan.

**LD76. The Applicant shall prepare and submit for approval a final, project-specific water quality management plan (F-WQMP). The F-WQMP shall be consistent with the approved P-WQMP and in full conformance with the document; “Riverside County Water Quality Management Plan for Urban Runoff” dated July 24, 2006, errata corrected 1-22-09. The F-WQMP shall be submitted and approved prior to application for and issuance of grading permits or building 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.**

**LD77. The Applicant shall select and implement treatment control BMPs that are medium to highly effective for treating Pollutants of Concern (POC) for the project. POC include project pollutants associated with a 303(d) listing or a TMDL for receiving waters.**

- a. Project POC include Nutrients, Oxygen Demanding Substances, and Pathogens (Bacteria and Viruses).**
- b. Exhibit C of the document, “Riverside County Water Quality Management Plan for Urban Runoff” dated July 24, 2006 shall be consulted for determining the effectiveness of proposed treatment BMPs**

**LD78. The Applicant has proposed to incorporate the use of bioretention systems. Final design details of the bioretention System and pervious concrete system must be provided in the first submittal of the F-WQMP. The size of the treatment control BMPs are to be determined using the procedures set forth in Exhibit C of the Riverside County Guidance Document. 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.**

**LD79. The Applicant shall substantiate the applicable Hydrologic Condition of Concern (HCOC) (WQMP Section IV) in the F-WQMP. The HCOC designates that the project will comply with Condition A; therefore, the condition must be addressed in the F-WQMP.**

**LD80. The Applicant shall, prior to building or grading permit closeout or the issuance of a certificate of occupancy, demonstrate:**

- a. That all structural BMPs have been constructed and installed in conformance with the approved plans and specifications.**

- b. That all structural BMPs described in the F-WQMP have been implemented in accordance with approved plans and specifications.
- c. That the applicant is prepared to implement all non-structural BMPs included in the FWQMP, conditions of approval, and building/grading permit conditions.
- d. That an adequate number of copies of the approved F-WQMP are available for the future owners/occupants of the project.

**PUBLIC WORKS DEPARTMENT – SPECIAL DISTRICTS DIVISION**

**Note: All Special Conditions, Modified Conditions, or Clarification of Conditions are in bold lettering.** All other conditions are standard to all or most development projects.

Acknowledgement of Conditions

The following items are Special Districts' Conditions of Approval for project PA08-0097; this project shall be completed at no cost to any Government Agency. All questions regarding Special Districts' Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from the Special Districts Division of the Public Works Department 951.413.3480. The applicant is fully responsible for communicating with each designated Special Districts staff member regarding their conditions.

General Conditions

- SD1. The parcel(s) associated with this project have been incorporated into the Moreno Valley Community Services Districts Zones A (Parks & Community Services) and C (Arterial Street Lighting). All assessable parcels therein shall be subject to annual Zone A and Zone C charges for operations and capital improvements.
- SD2. **If a median is required to be constructed then**, plans for parkway, median, slope, and/or open space landscape areas designated on the tentative map or in these Conditions of Approval for incorporation into Moreno Valley Community Services District **Zone M**, shall be prepared and submitted in accordance with the *City of Moreno Valley Public Works Department Landscape Design Guidelines*. Contact the Special Districts Division of the Public Works Department to obtain copies of this document.
- SD3. **If a median is required to be constructed then**, the developer, or the developer's successors or assignees shall be responsible for all parkway and/ or median landscaping maintenance until such time as the District accepts maintenance duties.
- SD4. **If a median is required to be constructed then**, plan check fees for review of parkway/median landscape plans for improvements that shall be maintained by the

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Moreno Valley Community Services District are due upon the first plan submittal. (MC 3.32.040)

- SD5. **If a median is required to be constructed then**, inspection fees for the monitoring of landscape installation associated with Moreno Valley Community Services District maintained parkways/medians are due prior to the required pre-construction meeting. (MC 3.32.040)
- SD6. Any damage to existing landscape easement areas due to project construction shall be repaired/replaced by the developer, or developer's successors in interest, at no cost to the Moreno Valley Community Services District.

Prior to Building Permit Issuance

- SD7. (BP) This project has been identified to be included in the formation of a Map Act Area of Benefit Special District for the construction of **major thoroughfares and/or freeway** improvements. The property owner(s) shall participate in such District, and pay any special tax, assessment, or fee levied upon the project property for such District. At the time of the public hearing to consider formation of the district, the property owner(s) will not protest the formation, but the property owners(s) will retain the right to object if any eventual assessment is not equitable, that is, if the financial burden of the assessment is not reasonably proportionate to the benefit which the affected property obtains from the improvements which are to be installed. (Street & Highway Code, GP Objective 2.14.2, MC 9.14.100)
- SD8. (BP) This project has been identified to be included in the formation of a Community Facilities District (Mello-Roos) for **Public Safety** services, including but not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. The property owner(s) shall not protest the formation; however, they retain the right to object to the rate and method of maximum special tax. In compliance with Proposition 218, the developer shall agree to approve the mail ballot proceeding (special election) for either formation of the CFD or annexation into an existing district that may already be established. The Developer must notify Special Districts of intent to request building permits 70 days prior to their issuance. (California Government Code)
- SD9. *Commercial* (BP) If Land Development, a Division of the Public Works Department, requires this project to supply a funding source necessary to provide, but not limited to, stormwater utilities services for the monitoring of on site facilities and performing annual inspections of the affected areas to ensure compliance with state mandated stormwater regulations, the developer must notify Special Districts 90 days prior to the City's issuance of a building permit and the financial option selected to fund the continued maintenance. (California Government Code)
- SD10. (BP) **If a median is required to be constructed then**, final median, parkway, slope, and/or open space landscape/irrigation plans for those areas designated on

**FINAL CONDITIONS OF APPROVAL  
PLOT PLAN PA08-0097  
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the tentative map or in these Conditions of Approval for inclusion into Community Services District shall be reviewed and approved by the Community Development Department – Planning Division, and the Public Works Department – Special Districts and Transportation Divisions prior to the issuance of the first Building Permit.

Prior to Certificate of Occupancy

SD11. (CO) **If a median is required to be constructed then**, this project is conditioned to provide a funding source for the capital improvements and/or maintenance for the Fir Ave. (Future Eucalyptus Ave.) median landscape. In order for the Developer to meet the financial responsibility to maintain the defined service, one of the following options shall be selected:

- a. Participate in the mail ballot proceeding in compliance with Proposition 218, for Moreno Valley Community Services District Zone M (Commercial, Industrial and Multifamily Improved Median Maintenance), and pay all associated costs with the ballot process; or
- b. Establish an endowment to cover the future maintenance costs of the landscaped area.

The developer must notify Special Districts of intent to request building permits 90 days prior to their issuance and the financial option selected to fund the continued maintenance.

SD12. (CO) Prior to release of building permit, the developer, or the developer's successors or assignees, shall record with the County Recorder's Office a **Declaration of Covenant and Acknowledgement of Assessments** for each assessable parcel therein, whereby the developer covenants and acknowledges the existence of the Moreno Valley Community Services District, its established benefit zones, and that said parcel(s) is (are) liable for payment of annual benefit zone charges and the appropriate National Pollutant Discharge Elimination System (NPDES) maximum regulatory rate schedule when due. A copy of the recorded Declaration of Covenant and Acknowledgement of Assessments shall be submitted to the Special Districts Division.

For a copy of the Declaration of Covenant and Acknowledgement of the Assessments form, please contact Special Districts, phone 951.413.3480.

SD13. (CO) Prior to issuance of a Certificate of Occupancy or building final, the developer shall submit a letter to Special Districts from the Utility service responsible for providing final electrical energy connections and energization of the streetlights for the development project. The letter must identify, by pole number, each streetlight in the development and state the corresponding date of its electrical energization.

SD14. (CO) **If a median is required to be constructed then**, all parkway and/or median



**FINAL CONDITIONS OF APPROVAL  
PLOT PLAN PA08-0097  
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landscaping specified in the tentative map or in these Conditions of Approval shall be constructed prior to the issuance of the Certificate of Occupancy/Building Final for this project.

- SD15. (CO) Prior to the issuance of the first Certificate of Occupancy or building final for this project, the developer shall pay Advanced Energy fees for all applicable Zone B (Residential Street Lighting) and/or Zone C (Arterial Street Lighting and Intersection Lighting) streetlights required for this development. The developer shall provide a receipt to the Special Districts Division showing that the Advanced Energy fees have been paid in full for the number of streetlights to be accepted into the CSD Zone B and/or Zone C program. Payment shall be made to the City of Moreno Valley, as collected by the Land Development Division, based upon the Advanced Energy fee rate at the time of payment and as set forth in the current Listing of City Fees, Charges and Rates, as adopted by City Council. Any change in the project which may increase the number of streetlights to be installed will require payment of additional Advanced Energy fees at the then current fee.

**PUBLIC WORKS DEPARTMENT – TRANSPORTATION ENGINEERING DIVISION**

**GENERAL CONDITIONS**

- TE1. Future Eucalyptus Avenue is classified as an Arterial (100'RW/76'CC) per City Standard Plan No. 104A. Any modifications or improvements undertaken by this project shall be consistent with the City's standards for this facility. Sidewalk shall be curb separated. The project shall construct pavement improvements from the eastern property boundary to Redlands Boulevard consistent with Land Development Condition LD76b.**
- TE2. Future Collector Street is classified as an Industrial Collector (78'RW/56'CC) per City Standard Plan No. 106. Any modifications or improvements undertaken by this project shall be consistent with the City's standards for this facility.**

**Prior to Grading Permit**

- TE3. (GP) Prior to issuance of a grading permit, the project applicant shall submit conceptual striping plans for street improvements along Eucalyptus Avenue as well as Redlands Boulevard.**

**Prior to Improvement Plan Approval or Construction Permit**

- TE4. The driveways less than 40 feet in width shall conform to Section 9.16.250, and Table 9.16.250A of the City's Development Code - Design Guidelines, and City Standard Plan No. 118C. Driveways wider than 40' shall be designed as intersections with pedestrian access ramps per City standards.**

**FINAL CONDITIONS OF APPROVAL  
PLOT PLAN PA08-0097  
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- TE5. Prior to the final approval of the street improvement plans, a signing and striping plan shall be prepared per City of Moreno Valley Standard Plans - Section 4 for all streets with a cross section of 66'44' and wider.
- TE6. Prior to issuance of a construction permit, construction traffic control plans prepared by a qualified, Registered Civil or Traffic engineer shall be required.
- TE7. Sight distance at driveways and on streets shall conform to City Standard Plan No. 125 A, B, and C at the time of preparation of final grading, landscape, and street improvements.
- TE8. Prior to final approval of the street improvement plans, interim and ultimate alignment studies shall be approved by the City Traffic Engineer.
- TE9. Prior to the final approval of the street improvement plans, the project applicant shall prepare traffic signal design plans for the following intersections:**
- **Redlands Boulevard/SR-60 Westbound Ramp (The City has an approved design and Caltrans permit for this intersection. The applicant shall utilize the City design for construction.)**
  - **Redlands Boulevard/Future Eucalyptus Avenue**
- TE10. **Prior to the final approval of the street improvement plans, the project applicant shall design a southbound auxiliary lane (additional southbound lane) from the SR-60 Eastbound Ramp to Future Eucalyptus Avenue. The minimum width of the auxiliary lane shall be 16'.**
- TE11. **Prior to the final approval of the street improvement plans, the project applicant shall design the intersection of Redlands Boulevard and Eucalyptus Avenue to provide the following geometrics:**
- Northbound: One left turn lane, one through lane**  
**Southbound: One through lane, one right turn lane**  
**Eastbound: One left turn lane, one right turn lane**  
**Westbound: N/A**
- NOTE: All curb return radii shall be 50 feet.**
- TE12. **Prior to the final approval of the street improvement plans, the project applicant shall design the intersection of Redlands Boulevard and SR-60 Eastbound Ramp to provide the following geometrics:**
- Northbound: One left turn lane, one through lane**

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PLOT PLAN PA08-0097  
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**Southbound: One shared through/right turn lane  
Eastbound: One left turn lane, one right turn lane  
Westbound: N/A**

**NOTE: All curb return radii shall be 50 feet.**

**TE13. Prior to final approval of the street improvement plans, the project applicant shall design the intersection of Redlands Boulevard and SR-60 Westbound Ramp to provide the following geometrics:**

**Northbound: One left turn lane, one through lane, one right turn lane  
Southbound: One left turn lane, one shared through/right turn lane  
Eastbound: One shared left turn/through/right turn lane  
Westbound: One shared left turn/through/right turn lane**

**NOTE: The City has an approved design and Caltrans permit for these improvements. The applicant shall utilize the City design for construction.**

**TE14. Prior to issuance of a construction permit, the project applicant shall pay to the City all applicable "Fair Share" impact fees per the findings of the Environmental Impact Report.**

Prior to Certificated of Occupancy or Building Final

**TE15. (CO) Prior to issuance of a certificate of occupancy, all approved signing and striping shall be installed per current City Standards and the approved plans.**

**TE16. (CO) Each gated entrance from a public street will be provided with the following, or as approved by the City Engineer:**

- A. A storage lane with length sufficient to support the queuing predicted by the traffic study (minimum of 75 feet).**
- B. Signing and striping at the gate, including no parking signs.**
- C. A separate pedestrian entry, if pedestrian access is necessary.**
- D. Presence loop detectors (or another device) within 1 or 2 feet of the gates that ensures that the gates remain open while any vehicle is in the queue.**

All of these features must be kept in working order.

**TE17. (CO) Prior to issuance of a certificate of occupancy, the project applicant shall construct the intersection/roadway improvements identified in TE9, TE10, TE11, TE12, and TE13 per the approved plans.**

Prior to Acceptance of Streets Into The City-maintained Road System

TE18. Prior to the acceptance of streets into the City-maintained road system, all approved traffic control and signing and striping shall be installed per current City Standards and the approved plans.

**PUBLIC WORKS DEPARTMENT – MORENO VALLEY UTILITY**

**Note: All Special Conditions, Modified Conditions, or Clarification of Conditions are in bold lettering.** All other conditions are standard to all or most development projects.

Acknowledgement of Conditions

The following items are Moreno Valley Utility's Conditions of Approval for project PA08-0097. This project shall be completed at no cost to any Government Agency. All questions regarding Moreno Valley Utility's Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from Moreno Valley Utility (the Electric Utility Division) of the Public Works Department 951.413.3512. The applicant is fully responsible for communicating with Moreno Valley Utility staff regarding their conditions.

Prior to Recordation of Final Map

MVU1.(R) For single family subdivisions, a three foot easement along each side yard property line shall be shown on the final map and offered for dedication to the City of Moreno Valley for public utility purposes, unless otherwise approved by the City Engineer. If the project is a multi-family development, townhome, condominium, apartment, commercial or industrial project, and it requires the installation of electric distribution facilities within common areas, a non-exclusive easement shall be provided to Moreno Valley Utility to include all such common areas. All easements shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.

Prior to Issuance of Building Permit

MVU2.(BP) **City of Moreno Valley Municipal Utility Service – Electrical Distribution:** Prior to issuance of building permit, 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 subdivision improvements so long as said agreement incorporates the approved engineering plan and provides financial security to guarantee completion and dedication of the utility system.

**FINAL CONDITIONS OF APPROVAL  
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The Developer **shall** coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City, or the City's designee, all utility infrastructure (including but not limited to conduit, equipment, vaults, ducts, wires, switches, conductors, transformers, resistors, amplifiers, 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 each lot and unit within the Tentative Map. 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. Properties within development will be subject to an electrical system capacity charge and that contribution will be collected prior to issuance of building permits.

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. Alternatively, developer may cause the project to be included in or annexed to a community facilities district established or to be established by the City for the purpose of financing the installation of such interconnection and distribution facilities. The project shall be deemed to have been included in or annexed to such a community facilities district upon the expiration of the statute of limitations to any legal challenges to the levy of special taxes by such community facilities district within the property.

The statute of limitations referred to above will expire 30 days after the date of the election by the qualified electors within the project to authorize the levy of special taxes and the issuance of bonds.

MVU3. This project may be subject to a Reimbursement Agreement. The project may be responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project. The project may be subject to a system wide capacity charge in addition to the referenced reimbursement agreement. Payment(s) shall be required prior to issuance of building permit(s).

**PARKS AND COMMUNITY SERVICES DEPARTMENT**

Acknowledgement of Conditions

The following items are Parks and Community Services Department Conditions of Approval for project PA08-0097. This project shall be completed at no cost to any Government Agency. All questions regarding Parks and Community Services Department Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from the Parks and Community Services Department 951.413.3280. The applicant is fully responsible for communicating with the Parks and Community Services Department project manager regarding the conditions.

**PCS1.** A multi-use trail shall be designated for PA08-0097/98. The trail shall be 11' wide, located along the north side of Eucalyptus Avenue (Fir Ave.). The trail requires a crossing over Quincy Street on the north side of Eucalyptus Avenue. The trail shall be designed similar to the Highland Fairview project east of Redlands Blvd. The trail shall be dedicated as an easement to the CSD. Additionally, a multi-use trail shall be located along the west side of Quincy Channel.

If the applicant's property includes this area, the applicant shall install the trail. The trail shall match the trail on Quincy Street, south of Cottonwood Avenue. This trail is approximately 14' wide, plus another 2' concrete step out from adjoining street (or parking lot). The applicant shall coordinate this trail with RCFC. The trail shall be dedicated as an easement to the CSD.

On November 19, 2008, the Trail Board recommended that the trail be located to the north side of Eucalyptus Avenue, being consistent with the Highland Fairview project.

Standard Trail Conditions

**PCS2. Parks and Community Services Department**

- a. Trail construction shall adhere to: The City's Standard Plans, 'The Greenbook Standard Specifications for Public Works Construction', 'California Code of Regulations Title 24' (where applicable), and the Park and Community Services Specification Guide.
- b. The General Contractor shall be a State of California Class 'A' General Engineering Contractor, per the Business and Professions Code Section 7056, or a combination of State of California Class 'C' licenses for which the work is being performed. Licenses must be current and in good standing, for the duration of the project.
- c. All utility easements shall not interfere with the trail or its fencing. A map of all easements and the corresponding easement rights shall be presented to Parks and Community Services prior to scheduling the Tentative Map for approval.

**FINAL CONDITIONS OF APPROVAL  
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- d. (R) A restriction shall be placed on lots that are adjacent to the trail, preventing openings or gates accessing the trail. This shall be done through Covenants, Conditions, and Restrictions (CC&R's). A copy of the CC&R's with this/her restriction noted shall be submitted and approved by the Director of Parks and Community Services or his/her designee prior to the recordation of the Final Map.
- e. Trails shall not be shared with any above ground utilities, blocking total width access.
- f. The following plans require Parks and Community Services written approval: Tentative tract/parcel maps; rough grading plans (including all Delta changes); Final Map; precise grading plans; street improvement plans; traffic signal plans; fence and wall plans; landscape plans for areas adjacent to trails; trail improvement plans.
- g. (GP) A detailed rough grading plan with profile for the trail shall be submitted and approved by the Director of Parks and Community Services or his/her designee prior to the issuance of grading permits.
- h. Grading certification and compaction tests are required, prior to any improvements being installed.
- i. A minimum two-foot graded bench is required where trails adjoin landscaped or open space areas.
- j. (R) Prior to the approval of the Final Map, a detailed map of the trail and areas adjacent to the trail shall be submitted to the Director of Parks and Community Services or his/her designee prior for review and written approval.
- k. (R) All necessary documents to convey to the City and/or the Community Services District any required dedications for parks or open space, as specified on the tentative map or in these Conditions of Approval shall be submitted by the developer to Parks and Community Services, prior to the recordation of the final map.
- l. (R) Prior to recordation of the Final Map, the developer shall post security (bonds) to guarantee construction of the trail to the City's standards. Copies of the bonds shall be provided to Parks and Community Services, prior to the approval of the Final Map.
- m. (BP) Prior to the issuance of the first Building Permit, final improvement plans (mylars and AutoCAD & PDF file on a CD-ROM) shall be reviewed and approved by the Community Development Department – Planning Division; the Public Works Department – Land Development and Transportation Division; Fire Prevention; and Parks and Community Services Department. Landscaped areas adjacent to the park shall be designed to prevent water on the park.
- n. Eight sets of complete trail improvement plans shall be submitted to Parks and Community Services for routing. Adjacent landscaping and walls shall be shown on the plans. Final construction plans and details require wet stamped and signed Mylars, eight sets of bond copies and one Mylar copy from the City signed mylars, the AutoCAD file on CD, and a PDF file on CD. As-builts for the trails have the same requirements as final plan submittals.

**FINAL CONDITIONS OF APPROVAL  
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- o.** All street crossings shall be signed with approved 'STOP' signs, trail signs, and posts. All improved equestrian trail crossings at signalized intersections that are constructed at their ultimate locations shall have high mounted push buttons. These shall be coordinated through the Transportation Division.
- p.** CSD Zone 'A' plan check fees shall be paid prior to the second plan check.
- q.** CSD Zone 'A' inspection fees shall be paid prior to signing of Mylars.
- r.** (BP) The trail shall be surveyed and staked by the developer. The trail shall be inspected and approved by the Director of Parks and Community Services or his/her designee prior to the issuance of any building permits for production units.
- s.** Any damage to trails or fencing during construction shall be repaired by the developer and inspected by the Director of Parks and Community Services or his/her designee; prior to the last phase of building permit issuance.
- t.** A minimum 38' radius shall be incorporated on all trails where a change of direction occurs (minor or major). Additionally, widening of the trail is necessary in most situations. This is only necessary where trails share Fire Prevention access.
- u.** Drive approaches shall adhere to City Std. Plan #118C.
- v.** Concrete access areas to trails with decomposed granite surfaces shall be rough finished concrete (typically raked finish). The access shall extend to the main trail flat surface.
- w.** (BP) In order to prevent the delay of building permit issuance, any deviation from trail fencing materials or trail surface materials shall be submitted to Director of Parks and Community Services or his/her designee and approved in writing 60-days prior to the commencement of trail construction.
- x.** Any unauthorized deviation from the approved plan, specifications, City Standard Plans, or Conditions of Approval may result in the delay of building permit issuance and/or building Finals/ Certificate of Occupancy of the project conditioned for improvements.
- y.** Where required, decorative solid-grouted block wall (no precision block, stucco, veneer finishes, PVC, or wood fencing) with a minimum height of 72" on the trailside shall be installed along lots that adjoin the trail. Block walls shall be located solely on private property. If landscaping is to be utilized between the block wall and the trail, a PVC fence shall be installed along the trail separating the landscaping from the trail (where required). All block walls that have public view shall have an anti-graffiti coating per Parks and Community Services specifications. Combination block/tubular steel fences shall only be utilized where approved by Parks and Community Services. Tubular steel shall comply with Parks and Community Services standards. Coating for tubular steel shall be anti-graffiti coating for metal per Parks and Community Services specifications. If alternate products are requested, the requested material(s) shall be presented to the Director of Parks and Community Services or his/her designee for review and approval. Under no circumstances can alternate products be utilized without prior written authorization from the Director of Parks and Community Services or his/her designee.
- z.** Any damage to existing landscape or hardscape areas due to project



**FINAL CONDITIONS OF APPROVAL  
PLOT PLAN PA08-0097  
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construction shall be repaired/replaced by the developer, or developer's successors in interest, at no cost to the City or Community Services District.

- aa.** All inspections shall be requested two (2) working days in advance from the Parks and Community Services Department at the time of rough and precise grading; fence and gate installation; curb and drainage; flatwork; D.G. installation; graffiti coating; and final inspection.
- bb.** (BP) Trail construction in single family developments shall commence prior to 30% of total building permit issuance. Trail completion and acceptance (single family developments) for maintenance shall be completed prior to 70% of total building permit issuance.
- cc.** (CO) Trail construction in multi-family or commercial developments shall commence with the rough grading. Trail completion and acceptance for maintenance shall be completed prior to the issuance of 50% of the total certificates-of-occupancy (for multi-family and/or commercial developments).

**POLICE DEPARTMENT**

**Note: All Special conditions are in bold lettering.** All other conditions are standard to all or most development projects

**Standard Conditions**

- PD1. Prior to the start of any construction, temporary security fencing shall be erected. The fencing shall be a minimum of six (6) feet high with locking, gated access and shall remain through the duration of construction. Security fencing is required if there is: construction, unsecured structures, unenclosed storage of materials and/or equipment, and/or the condition of the site constitutes a public hazard as determined by the Public Works Department. If security fencing is required, it shall remain in place until the project is completed or the above conditions no longer exist. (MC 9.08.080)
- PD2. (GP) Prior to the issuance of grading permits, a temporary project identification sign shall be erected on the site in a secure and visible manner. The sign shall be conspicuously posted at the site and remain in place until occupancy of the project. The sign shall include the following:
  - a. The name (if applicable) and address of the development.
  - b. The developer's name, address, and a 24-hour emergency telephone number. (MC 9.08.080)
- PD3. (CO) Prior to the issuance of a Certificate of Occupancy, an Emergency Contact Information Form for the project shall be completed at the permit counter of the Community & Economic Development Department - Building Division for routing to the Police Department. (MC 9.08.080)

**CITY OF MORENO VALLEY  
CONDITIONS OF APPROVAL FOR PA09-0022  
TENTATIVE PARCEL MAP NO. 36207  
ASSESSOR'S PARCEL NUMBERS: 488-330-003 TO -006 AND -026**

**APPROVAL DATE:  
EXPIRATION DATE:**

- Planning (P), including Building (B), School District (S), Post Office (PO)**
- Fire Prevention Bureau (F)**
- Public Works – Land Development (LD)**
- Public Works – Special Districts (SD)**
- Public Works – Transportation Engineering (TE)**
- Public Works – Moreno Valley Utilities (MVU)**
- Parks & Community Services (PCS)**
- Police (PD)**

**Note: All Special conditions are in bold lettering.** All other conditions are standard to all or most development projects.

**COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT**

**Planning Division**

- P1. Tentative Parcel Map No. 36207 is approved for the purposes of re-configuring the existing five parcels located within the project site and creating a single 55 acre parcel with lettered lots for a storm drain channel and a future off-ramp for State Route 60.**
- P2. Development within Tentative Parcel Map No. 36207 shall be under separate review and approval of a plot plan or a conditional use permit application(s) and shall be subject to the requirements of the City's Municipal Code.**
- P3. This approval shall comply with all applicable requirements of the City of Moreno Valley Municipal Code.
- P4. This tentative map shall expire three years after the approval date of this tentative map unless extended as provided by the City of Moreno Valley Municipal Code; otherwise it shall become null and void and of no effect whatsoever in the event the applicant or any successor in interest fails to properly file a final map before the date of expiration. (MC 9.02.230, 9.14.050, 080)

Exhibit E

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**Timing Mechanisms for Conditions (see abbreviation at beginning of affected condition):**

R - Map Recordation	GP - Grading Permits	CO - Certificate of Occupancy or building final
WP - Water Improvement Plans	BP - Building Permits	P - Any permit

**Governing Document (see abbreviation at the end of the affected condition):**

GP - General Plan	MC - Municipal Code	CEQA - California Environmental Quality Act
Ord - Ordinance	DG - Design Guidelines	Ldscp - Landscape Development Guidelines and Specs
Res - Resolution	UFC - Uniform Fire Code	UBC - Uniform Building Code
	SBM - Subdivision Map Act	

**CONDITIONS OF APPROVAL FOR PA09-0022  
TENTATIVE PARCEL MAP NO. 36207  
PAGE 2 OF 40**

- P5. The site shall be developed in accordance with the approved tentative map on file in the Community & Economic Development Department -Planning Division, the Municipal Code regulations, General Plan, the Moreno Valley Industrial Area Plan and the conditions contained herein. (MC 9.14.020)
- P6. All undeveloped portions of the site shall be maintained in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)
- P7. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)

**Prior to Issuance of Grading Permits**

- P8. (GP) Prior to issuance of grading permits, the developer shall pay the applicable Stephen's' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee. (Ord)
- P9. (GP) All site plans, grading plans, landscape and irrigation plans, fence/wall plans, lighting plans and street improvement plans shall be coordinated for consistency with this approval.
- P10. (GP) If potential historic, archaeological, or paleontological resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediately and a qualified person (meeting the Secretary of the Interior's standards (36CFR61)) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by the consultant shall be implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all affected Native American Tribes before any further work commences in the affected area.

If human remains are discovered, work in the affected area shall cease immediately and the County Coroner shall be notified. If it is determined that the remains are potentially Native American, the California Native American Heritage Commission and any and all affected Native American Indians tribes such as the Morongo Band of Mission Indians or the Pechanga Band of Luiseno Indians shall be notified and appropriate measures provided by State law shall be implemented. (GP Objective 23.3, DG, CEQA).

**CONDITIONS OF APPROVAL FOR PA09-0022  
TENTATIVE PARCEL MAP NO. 36207  
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- P11. (GP) Prior to the issuance of grading permits, final erosion control landscape and irrigation plans for all cut or fill slopes over 3 feet in height shall be submitted to the Planning Division for review and approval for the phase in process. This shall include slopes associated with swales and basins. The plans shall be designed in accordance with the slope erosion plan as required by the City Engineer for that phase. Man-made slopes greater than 10 feet in height shall be "land formed" to conform to the natural terrain and shall be landscaped and stabilized to minimize visual scarring. Graded slopes shall have variations that do not exceed 2:1 (GP Objective 1.5, MC 9.08.080, DG)
- P12. (GP) Prior to approval of any grading permits, any required final median enhancement/landscape/irrigation plans shall be submitted to the Community Development Department - Planning Division and Public Works Department – Special Districts for review and approval by each division. Timing of installation shall be determined by PW- Special Districts. (GP - Circulation Master Plan)**
- P13. (GP) Prior to the issuance of a precise grading permit, the plan shall show decorative concrete pavers for all driveway ingress/egress locations of the project. Accessible pedestrian pathways interior to the site cannot be painted. If delineation is necessary, then an alternative material is required.
- P14. (GP) Prior to the issuance of a precise grading permit, all required planter areas, curbs, including twelve-inch concrete step outs, and required parking space striping shall be shown on the precise grading plan.
- P15. (GP) Prior to the issuance of any grading permits, the following burrowing owl survey requirements shall be incorporated into the grading plans in accordance with the Riverside County Multi-Species Habitat Conservation Plan: Within 30 days of and prior to disturbance, a burrowing owl focused survey shall be conducted by a qualified biologist using accepted protocols. The survey shall be submitted to the Planning Division for review and approval.

**Prior to Recordation of Final Map**

- P16. (R) Prior to final map recordation, subdivision phasing (including any proposed common open space or improvement phasing, if applicable), shall be subject to the Planning Division approval. Any proposed phasing shall provide for adequate vehicular access to all lots in each phase as determined by the City Transportation Engineer or designee and shall substantially conform to all intent and purpose of the subdivision approval. (MC 9.14.080)

**CONDITIONS OF APPROVAL FOR PA09-0022  
TENTATIVE PARCEL MAP NO. 36207  
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**Building and Safety Division**

- B1. The above project shall comply with the current California Codes (CBC, CEC, CMC and the CPC) as well as all other city ordinances. All new projects shall provide a soils report. Plans shall be submitted to the Building Department as a separate submittal.

COMMERCIAL, INDUSTRIAL, MULTI-FAMILY PROJECTS INCLUDING CONDOMINIUMS, TOWNHOMES, DUPLEXES AND TRIPLEX BUILDINGS REQUIRE THE FOLLOWING:

Prior to final inspection, all plans will be placed on a CD Rom for reference and verification. Plans will include "as built" plans, revisions and changes. The CD will also include Title 24 energy calculations, structural calculations and all other pertinent information. It will be the responsibility of the developer and or the building or property owner(s) to bear all costs required for this process. The CD will be presented to the Building Department for review prior to final inspection and building occupancy. The CD will become the property of the Moreno Valley Building Department at that time. In addition, a site plan showing the path of travel from public right of way and building to building access with elevations will be required.

- B2. (BP) Prior to the issuance of a building permit, the applicant shall submit a properly completed "Waste Management Plan" (WMP), as required, to the Compliance Official (Building Official) as a portion of the building or demolition permit process.

**FIRE PREVENTION BUREAU**

- 1. Prior to building permits being issued, the applicant shall complete the proposed pipeline improvements shown on EMWD WO#12713. These improvements include proposed pipeline additions on site and off.**
- 2. The following Standard Conditions shall apply.**

With respect to the conditions of approval, the following fire protection measures shall be provided in accordance with Moreno Valley City Ordinances and/or recognized fire protection standards:

- F1. Final fire and life safety conditions will be addressed when the Fire Prevention Bureau reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in force at the time of building plan submittal.

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- F2. 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 4000 GPM for 4 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 508.3, Appendix B and MVMC 8.36.100 Section D) A 50% reduction in fire flow was granted for the use of fire sprinklers throughout the facility. The reduction shall only apply to fire flow; hydrant spacing shall be per the fire flow requirements listed in CFC Appendix B and C prior to credits being granted.
- F3. Industrial, Commercial, Multi-family, Apartment, Condominium, Townhouse or Mobile Home Parks. A combination of on-site and off super enhanced fire hydrants (6" x 4" x 4" x 2 1/2" ) shall not be closer than 40 feet and more than 150 feet from any portion of the building as measured along approved emergency vehicular travel ways. The required fire flow shall be available from any adjacent fire hydrant(s) in the system. Where new water mains are extended along streets where hydrants are not needed for protection of structures or similar fire problems, super or enhanced fire hydrants as determined by the fire code official shall be provided at spacing not to exceed 500 feet of frontage for transportation hazards. (CFC 508.5.7 & MVMC 8.36.050 Section O and 8.36.100 Section E)
- F4. Prior to issuance of Building Permits, the applicant/developer shall provide the Fire Prevention Bureau with an approved site plan for Fire Lanes and signage. (MVMC 8.36.050 and CFC 501.3)
- F5. Prior to construction and issuance of building permits, all locations where structures are to be built shall have an approved Fire Department emergency vehicular access road (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. (CFC 501.4 and MVMC 8.36.050 Section A)
- F6. Prior to construction and issuance of Building Permits, fire lanes and fire apparatus access roads shall have an unobstructed width of not less than or thirty (30) feet as approved by the Fire Prevention Bureau and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches. (CFC 503.2.1.1 and MVMC 8.36.050)
- F7. Prior to construction, all roads, driveways and private roads shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.050)
- F8. 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 and MVMC 8.36.050 Section A)

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- F9. 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 501.3 and MVMC 8.36.050)
- F10. 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 and MVMC 8.36.050)
- F11. Prior to issuance of Building Permits, the applicant/developer shall participate in the Fire Impact Mitigation Program. (Fee Resolution as adopted by City Council)
- F12. 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.

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.

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 508.1 and MVMC 8.36.100)

- F13. Prior to issuance of Certificate of Occupancy or Building Final, "Blue Reflective Markers" shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 510.1)
- F14. Prior to issuance of Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the street side and rear access locations. The numerals shall be a minimum of twelve (12) inches in height for buildings and six (6) inches in height for suite identification on a contrasting background. Unobstructed lighting of the address(s) shall be by means approved by the Fire Prevention Bureau and Police Department. In multiple suite

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centers (strip malls), businesses shall post the name of the business on the rear door(s). (CFC 505.1)

- F15. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire sprinkler system based on square footage and type of construction, occupancy or use. Fire sprinkler plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9)
- F16. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire alarm system monitored by an approved Underwriters Laboratory listed central station based on a requirement for monitoring the sprinkler system, occupancy or use. Fire alarm panel shall be accessible from exterior of building in an approved location. Plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9 and MVMC 8.36.070)
- F17. Prior to issuance of a Certificate of Occupancy or Building Final, a “Knox Box Rapid Entry System” shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Chief. The Knox-Box shall be supervised by the alarm system and all exterior security emergency access gates shall be electronically operated and be provided with Knox key switches for access by emergency personnel. (CFC 506.1)
- F18. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall be responsible for obtaining underground and/or above ground tank permits for the storage of combustible liquids, flammable liquids, or any other hazardous materials from both the County of Riverside Community Health Agency Department of Environmental Health and the Fire Prevention Bureau. (CFC 3401.4 and 2701.5)
- F19. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer must submit a simple plot plan, a simple floor plan, and other plans as requested, each as an electronic file in .dwg format, to the Fire Prevention Bureau. Alternate file formats may be acceptable with approval by the Fire Chief.
- F20. 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 503.2.7 and MVMC 8.36.050 Section I)
- F21. 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 8.36.050)



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- F22. Complete plans and specifications for fire alarm systems, fire-extinguishing systems (including automatic sprinklers or standpipe systems), clean agent systems (or other special types of automatic fire-extinguishing systems), as well as other fire-protection systems and appurtenances thereto shall be submitted to the Moreno Valley Fire Prevention Bureau for review and approval prior to system installation. Submittals shall be in accordance with CFC Chapter 9 and associated accepted national standards.
- F23. A permit is required to maintain, store, use or handle materials, or to conduct processes which produce conditions hazardous to life or property, or to install equipment used in connection with such activities. Such permits shall not be construed as authority to violate, cancel or set aside any of the provisions of this code. Such permit shall not take the place of any license required by law. Applications for permits shall be made to the Fire Prevention Bureau in such form and detail as prescribed by the Bureau. Applications for permits shall be accompanied by such plans as required by the Bureau. Permits shall be kept on the premises designated therein at all times and shall be posted in a conspicuous location on the premises or shall be kept on the premises in a location designated by the Fire Chief. Permits shall be subject to inspection at all times by an officer of the fire department or other persons authorized by the Fire Chief in accordance with Appendix Chapter 1 and MVMC 8.36.100.
- F24. Approval of the safety precautions required for buildings being constructed, altered or demolished shall be required by the Fire Chief in addition to other approvals required for specific operations or processes associated with such construction, alteration or demolition. (CFC Chapter 14 & CBC Chapter 33)
- F25. Prior to issuance of Certificate of Occupancy, permits are required to store, dispense, use or handle hazardous material. Each application for a permit shall include a hazardous materials management plan (HMMP). The location of the HMMP shall be posted adjacent to (other) permits when an HMMP is provided. The HMMP shall include a facility site plan designating the following:
- a) Storage and use areas;
  - b) Maximum amount of each material stored or used in each area;
  - c) Range of container sizes;
  - d) Locations of emergency isolation and mitigation valves and devices;
  - e) Product conveying piping containing liquids or gases, other than utility-owned fuel gas lines and low-pressure fuel gas lines;
  - f) On and off positions of valves for valves which are of the self-indicating type;
  - g) Storage plan showing the intended storage arrangement, including the location and dimensions of aisles. The plans shall be legible and

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approximately to scale. Separate distribution systems are allowed to be shown on separate pages; and

h) Site plan showing all adjacent/neighboring structures and use.

NOTE: Each application for a permit shall include a hazardous materials inventory statement (HMIS).

- F26. Before a Hazardous Materials permit is issued, the Fire Chief shall inspect and approve the receptacles, vehicles, buildings, devices, premises, storage spaces or areas to be used. In instances where laws or regulations are enforceable by departments other than the Fire Prevention Bureau, joint approval shall be obtained from all departments concerned. (CFC Appendix H)
- F27. Construction or work for which the Fire Prevention Bureau's approval is required shall be subject to inspection by the Fire Chief and such construction or work shall remain accessible and exposed for inspection purposes until approved. (CFC Section 106)
- F28. The Fire Prevention Bureau shall maintain the authority to inspect, as often as necessary, buildings and premises, including such other hazards or appliances designated by the Fire Chief for the purpose of ascertaining and causing to be corrected any conditions which would reasonably tend to cause fire or contribute to its spread, or any violation of the purpose or provisions of this code and of any other law or standard affecting fire safety. (CFC Section 106)
- F29. Permit requirements issued, which designate specific occupancy requirements for a particular dwelling, occupancy, or use, shall remain in effect until such time as amended by the Fire Chief. (CFC Section 104)
- F30. In accordance with the California Fire Code Appendix Chapter 1, where no applicable standards or requirements are set forth in this code, or contained within other laws, codes, regulations, ordinances or bylaws adopted by the jurisdiction, compliance with applicable standards of the National Fire Protection Association or other nationally recognized fire safety standards as are approved shall be deemed as prima facie evidence of compliance with the intent of this code as approved by the Fire Chief. (CFC Section 102.7)
- F31. Any alterations, demolitions, or change in design, occupancy and use of buildings or site will require plan submittal to the Fire Prevention Bureau with review and approval prior to installation. (CFC Appendix Chapter 1)
- F32. Emergency and Fire Protection Plans shall be provided when required by the Fire Prevention Bureau. (CFC Section 105)

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F33. Prior to construction, all traffic calming designs/devices must be approved by the Fire Marshal and City Engineer.

**PUBLIC WORKS DEPARTMENT – LAND DEVELOPMENT DIVISION**

The following are the Public Works Department – Land Development Division Conditions of Approval for this project and shall be completed at no cost to any government agency. All questions regarding the intent of the following conditions shall be referred to the Public Works Department – Land Development Division.

**General Conditions**

- LD1. (G) 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)
- LD2. (G) 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 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. The City Engineer may require the dedication and construction of necessary utilities, streets or other improvements outside the area of any particular map, if the improvements are needed for circulation, parking, access, or for the welfare or safety of the public. (MC 9.14.080, GC 66412 and 66462.5) 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. The City Engineer may require the construction of necessary utilities, streets 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.
- LD3. (G) It is understood that the tentative map and plot plan correctly shows all existing easements, traveled ways, and drainage courses, and that their omission may require the map or plans associated with this application to be resubmitted for further consideration. (MC 9.14.040)
- LD4. (G) 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. In the event that the developer is unsuccessful, he shall enter into an agreement with the City to acquire the necessary right-of-way or offsite easements and**

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**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)**

- LD5. (G) If improvements associated with this project are not initiated within two years of the date of approval of the Public Improvement Agreement, the City Engineer may require that the improvement cost estimate 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 Public Improvement Agreement or issuance of a permit.
- LD6. (G) The developer shall monitor, supervise and control all construction and construction supportive 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 Public Works Department.
  - (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 shall be adhered to during the grading operations.

Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedies as noted in the 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.

- LD7. (G) The developer shall protect downstream properties from damage caused by alteration of drainage patterns, i.e., concentration or diversion of flow. 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)
- LD8. (G) A detailed drainage study shall be submitted to the City Engineer for review and approval at the time of any improvement or grading plan submittal. The study shall be prepared by a registered civil engineer and shall include existing and proposed

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hydrologic conditions. Hydraulic calculations are required for all drainage control devices and storm drain lines. (MC 9.14.110). Prior to approval of the related improvement or grading plans, the developer shall submit the approved drainage study, on compact disk, in (.pdf) digital format to the Land Development Division of the Public Works Department.

- LD9. (G) Prior to final map approval, commencing applicable street improvements, or obtaining the first building permit, the developer shall enter into a Development Impact Fee (DIF) Improvement Credit Agreement to secure credit and reimbursement for the construction of applicable arterial street, traffic signal, and/or interchange improvements. If the developer fails to complete this agreement prior to the timing as specified above, no credits or reimbursements will be given. The applicant shall pay Arterial Streets, Traffic Signals, and Interchange Improvements development impact fees adopted by the City Council by resolution. (Ord. 695 § 1.1 (part), 2005) (MC 3.38.030, .040, .050)
- LD10. (G) The final conditions of approval issued by the Planning Division subsequent to Planning Commission approval shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plan sets on twenty-four (24) inch by thirty-six (36) inch mylar and submitted with the plans for plan check. These conditions of approval shall become part of these plan sets and the approved plans shall be available in the field during grading and construction.
- LD11. (G) Upon approval of the tentative tract map and plot plan by the Planning Commission, the Developer shall submit the approved tentative tract map or plot plan on compact disk in (.dxf) digital format to the Land Development Division of the Public Works Department.

Prior to Grading Plan Approval or Grading Permit

- LD12. (GPA) Prior to approval of the grading plans, plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch mylar and signed by a registered civil engineer and other registered/licensed professional as required.
- LD13. (GPA) Prior to approval of grading plans, 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.

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- 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.
- c. A grading permit shall be obtained from the Public Works Department Land Development Division prior to commencement of any grading outside of the City maintained road right-of-way.
- d. All improvement plans are substantially complete and appropriate clearance and at-risk letters are provided to the City. (MC 9.14.030)
- e. The developer shall submit a soils and geologic report to the Public Works Department – Land Development Division. The report shall address the soil's stability and geological conditions of the site.

LD14. (GPA) Prior to grading plan approval, the developer shall select and implement treatment control best management practices (BMPs) that are medium to highly effective for treating Pollutants of Concern (POC) for the project. Projects where National Pollution Discharge Elimination System (NPDES) mandates water quality treatment control best management practices (BMPs) shall be designed per the City of Moreno Valley guidelines or as approved by the City Engineer.

LD15. (GPA) Prior to approval of the grading plans 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). The WDID# shall be noted on the grading plans prior to issuance of the first grading permit.

LD16. (GPA) Prior to the grading plan approval, or issuance of a building permit, if a grading permit is not required, the Developer shall submit two (2) copies of the final project-specific Water Quality Management Plan (WQMP) for review by the City Engineer that :

- 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. Incorporates Treatment Control BMPs and provides information regarding design considerations;
- d. Describes the long-term operation and maintenance requirements for BMPs requiring maintenance; and

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- e. 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 contacting the Land Development Division of the Public Works Department.

- LD17. (GPA) Prior to the grading plan approval, or issuance of a building permit, if a grading permit is not required, the Developer shall record a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant," to provide public notice of the requirement to implement the approved final project-specific WQMP and the maintenance requirements associated with the WQMP.

A boilerplate copy of the "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant," can be obtained by contacting the Land Development Division of the Public Works Department

- LD18. (GPA) Prior to the grading plan approval, or issuance of a building permit, if a grading permit is not required, the Developer shall secure approval of the final project-specific WQMP from the City Engineer. The final project-specific WQMP shall be submitted at the same time of grading plan submittal. The approved final WQMP shall be submitted to the Storm Water Program Manager on compact disk(s) in Microsoft Word format prior to grading plan approval.

- LD19. (GPA) Prior to the grading plan approval, or issuance of a building permit as determined by the City Engineer, the approved final project-specific WQMP shall be incorporated by reference or attached to the project's Storm Water Pollution Prevention Plan as the Post-Construction Management Plan.

- LD20. (GPA) Prior to grading plan approval, the developer shall prepare a Storm Water Pollution Prevention Plan (SWPPP) in conformance with the state's 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. The SWPPP shall be submitted to the Storm Water Program Manager on compact disk(s) in Microsoft Word format.

- LD21. (GPA) Prior to the approval of the grading plans, the developer shall pay applicable remaining grading plan check fees.

- LD22. (GPA/MA) Prior to the later of either grading plan or final map approval, resolution of all drainage issues shall be as approved by the City Engineer.

- LD23. (GP) Prior to issuance of a grading permit, or building permit when a grading permit is not required, for projects that require a project-specific Water Quality

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Management Plan (WQMP), a project-specific final WQMP (F-WQMP) shall be approved. Upon approval, a WQMP Identification Number is issued by the Storm Water Management Section and shall be noted on the rough grading plans as confirmation that a project-specific F-WQMP approval has been obtained.

- LD24. (GP) Prior to the issuance of a grading permit the developer shall submit recorded slope easements from adjacent landowners in any areas where grading resulting in slopes is proposed to take place outside of the project boundaries. For all other offsite grading, written permission from adjacent property owners shall be submitted.
- LD25. (GP) Prior to issuance of a grading permit, if the fee has not already been paid prior to map approval or prior to issuance of a building permit if a grading permit is not required, the developer shall pay Area Drainage Plan (ADP) fees. The developer shall provide a receipt to the City showing that ADP fees have been paid to Riverside County Flood Control and Water Conservation District. (MC 9.14.100)
- LD26. (GP) Prior to issuance of a grading permit, security, in the form of a cash deposit (preferable), letter of credit, or performance bond shall be required to be submitted as a guarantee of the completion of the grading required as a condition of approval of the project.
- LD27. (GP) Prior to issuance of a grading permit, the developer shall pay the applicable grading inspection fees.

Prior to Map Approval or Recordation

- LD28. (MA) Prior to approval of the map, all street dedications shall be 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. All dedications shall be free of all encumbrances as approved by the City Engineer.
- LD29. (MA) Prior to approval of the map, security shall be required to be submitted as a guarantee of the completion of the improvements required as a condition of approval of the project. A public improvement agreement will be required to be executed.
- LD30. (MA) Prior to approval of the map, the developer shall enter into an 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. (MC 9.14.110)
- LD31. (MR) Prior to recordation of the map the developer shall comply with the requirements of the City Engineer based on recommendations of the Riverside



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County Flood Control District regarding the construction of County Master Plan Facilities. (MC 9.14.110)

LD32. (MR) Prior to recordation of the final map, this project is subject to requirements under the current permit for storm water activities required as part of the National Pollutant Discharge Elimination System (**NPDES**) as mandated by the Federal Clean Water Act. In compliance with Proposition 218, the developer shall agree to approve the City of Moreno Valley NPDES Regulatory Rate Schedule that is in place at the time of recordation. Following are the requirements:

- a. Select one of the following options to meet the financial responsibility to provide storm water utilities services for the required operation and maintenance monitoring and system evaluations in accordance with Resolution No. 2002-46.
  - i. Participate in the mail ballot proceeding in compliance with Proposition 218, for the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule and pay all associated costs with the ballot process; or
  - ii. Establish an endowment to cover future City costs as specified in the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule.
- b. Notify the Special Districts Division of the intent to record the final map 90 days prior to City Council action authorizing recordation of the final map and the financial option selected. (California Government Code & Municipal Code)

LD33. (MR) Prior to recordation of the Final Map, the Grading Plan (s) and Landscape and Irrigation Plan (s) prepared for the "Water Quality Ponds/Bio-Swales" shall be drawn on twenty-four (24) inch by thirty-six (36) inch mylar and signed by a registered civil engineer or other registered/licensed professional as required. The developer, or the developer's successors or assignees shall secure the initials of the Engineering Division Manager or his designee on the mylars prior to the plans being approved by the City Engineer. (MC 9.14.100.C.2)

LD34. (MR) Prior to recordation of the map, the developer shall submit the map, on compact disks, in (.dxf) digital format to the Land Development Division of the Public Works Department.

Prior to Improvement Plan Approval or Construction Permit

LD35. (IPA) Prior to approval of the improvement plans, the improvement plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch mylar and signed by a registered civil engineer and other registered/licensed professional as required.

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- LD36. (IPA) Prior to approval of the improvement plans, the developer shall submit clearances from all applicable agencies, and pay all outstanding plan check fees. (MC 9.14.210)
- LD37. (IPA) All public improvement plans prepared and signed by a registered civil engineer in accordance with City standards, policies and requirements shall be approved by the City Engineer in order for the Public Improvement Agreement and accompanying security to be executed.
- LD38. (IPA) Prior to approval of the improvement plans, securities and a public improvement agreement shall be required to be submitted and executed as a guarantee of the completion of the improvements required as a condition of approval of the project.
- LD39. (IPA) The street improvement plans shall comply with all applicable City standards and the following design standards throughout this project:
- a. Corner cutbacks in conformance with City Standard 208 shall be shown on the final map or, if no map is to be recorded, offered for dedication by separate instrument.
  - b. Lot access to major thoroughfares shall be restricted except at intersections and approved entrances and shall be so noted on the final map. (MC 9.14.100)
  - c. The minimum centerline and flow line grades shall be one percent unless otherwise approved by the City Engineer. (MC 9.14.020)
- LD40. (IPA) Prior to approval of the improvement plans, the plans shall be based upon a centerline profile, extending beyond the project boundaries a minimum distance of 300 feet at a grade and alignment approved by the City Engineer. Design plan and profile information shall include the minimum 300 feet beyond the project boundaries.
- LD41. (IPA) Prior to approval of the improvement plans, 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 years old and recently slurry sealed streets less than one year old. Pavement cuts for trench repairs may be allowed for emergency repairs or as specifically approved in writing by the City Engineer.
- LD42. (IPA) Prior to approval of the improvement plans, 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

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an intersection that involves or impacts existing access ramps, those access ramps in that intersection shall be retrofitted to comply with current ADA requirements, unless approved otherwise by the City Engineer.

- LD43. (IPA) Prior to approval of the improvement plans, any drainage facilities with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency escape shall also be provided. (MC 9.14.110)
- LD44. (IPA) Prior to the approval of the improvement plans, the hydrology study shall show that the 10-year storm flow will be contained within the curb and the 100-year storm flow shall be contained within the street right-of-way. In addition, one lane in each direction shall not be used to carry surface flows during any storm event for street sections equal to or larger than a minor arterial. When any of these criteria is exceeded, additional drainage facilities shall be installed. (MC 9.14.110 A.2)
- LD45. (IPA) The project shall be designed to accept and properly convey all off-site drainage flowing onto or through the site. All storm drain design and improvements shall be subject to review and approval of the City Engineer. In the event that the City Engineer permits the use of streets for drainage purposes, the provisions of the Development Code will 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 Public Works Department – Land Development Division. (MC 9.14.110)
- LD46. (CP) All work performed within the City right-of-way requires a construction permit. As determined by the City Engineer, security may be required for work within the right-of-way. Security shall be in the form of a cash deposit or other approved means. The City Engineer may require the execution of a public improvement agreement as a condition of the issuance of the construction permit. All inspection fees shall be paid prior to issuance of construction permit. (MC 9.14.100)
- LD47. (CP) Prior to issuance of a construction permit, all public improvement plans prepared and signed by a registered civil engineer in accordance with City standards, policies and requirements shall be approved by the City Engineer.
- LD48. (CP) Prior to issuance of construction permits, the developer shall submit all improvement plans on compact disks, in (.dxf) digital format to the Land Development Division of the Public Works Department.
- LD49. (CP) Prior to issuance of construction permits, the developer shall pay all applicable inspection fees.

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Prior to Building Permit

- LD50. (BP) Prior to issuance of a building permit (excluding model homes), an approval by the City Engineer is required of the water quality control basin(s). The developer shall provide certification to the line, grade, flow test and system invert elevations.
- LD51. (BP) Prior to issuance of a building permit, all pads shall meet pad elevations per approved plans as noted by the setting of "Blue-top" markers installed by a registered land surveyor or licensed engineer.
- LD52. (BP) Prior to issuance of a building permit, the developer shall submit for review and approval, a Waste Management Plan (WMP) that shows data of waste tonnage, supported by original or certified photocopies of receipts and weight tags or other records of measurement from recycling companies and/or landfill and disposal companies. The Waste Management Plan shall contain the following:
- a. The estimated volume or weight of project waste to be generated by material type. Project waste or debris may consist of vegetative materials including trees, tree parts, shrubs, stumps, logs, brush, or any other type of plants that are cleared from a site. Project waste may also include roadwork removal, rocks, soils, concrete and other material that normally results from land clearing.
  - b. The maximum volume or weight of such materials that can be feasibly diverted via reuse and recycling.
  - c. The vendor(s) that the applicant proposes to use to haul the materials.
  - d. Facility(s) the materials will be hauled to, and their expected diversion rates.
  - e. Estimated volume or weight of clearing, grubbing, and grading debris that will be landfilled .

Approval of the WMP requires that at least fifty (50) percent of all clearing, grubbing, and grading debris generated by the project shall be diverted, unless the developer is granted an exemption. Exemptions for diversions of less than fifty (50) percent will be reviewed on a case by case basis. (AB939, MC 8.80)

Prior to Certificate of Occupancy

- LD53. (CO) Prior to issuance of a certificate of occupancy, if the project involves a non-residential subdivision, the map shall be recorded.

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- LD54. (CO) Prior to issuance of the last certificate of occupancy or building final, the developer shall pay all outstanding fees.
- LD55. (CO) The City of Moreno Valley has an adopted Development Impact Fee (DIF) nexus study. All projects unless otherwise exempted shall be subject to the payment of the DIF prior to issuance of occupancy. The fees are subject to the provisions of the enabling ordinance and the fee schedule in effect at the time of occupancy.
- LD56. (CO) The City of Moreno Valley has an adopted area wide Transportation Uniform Mitigation Fee (TUMF). All projects unless otherwise exempted shall be subject to the payment of the TUMF prior to issuance of occupancy. The fees are subject to the provisions of the enabling ordinance and the fee schedule in effect at the time of occupancy.
- LD57. (CO) Prior to issuance of a certificate of occupancy or building final, the developer shall construct all public improvements in conformance with applicable City standards, except as noted in the Special Conditions, including but not limited to the following applicable improvements:
- a. Street improvements including, but not limited to: pavement, base, curb and/or gutter, cross gutters, spandrel, sidewalks, drive approaches, pedestrian ramps, street lights, signing, striping, under sidewalk drains, landscaping and irrigation, medians, redwood header boards, 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 existing and proposed utility lines less than 115,000 volts.
  - f. Relocation of overhead electrical utility lines including, but not limited to: electrical, cable and telephone.
- LD58. (CO) Prior to issuance of a certificate of occupancy or building final, all existing and new utilities adjacent to and on-site shall be placed underground in accordance with City of Moreno Valley ordinances. (MC 9.14.130)

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LD59. (CO) Prior to issuance of a certificate of occupancy or building final, in order to treat for water quality the sub-area tributary to the basin, the Developer must comply with the following:

- a. The water quality basin and all associated treatment control BMPs and all hardware per the approved civil drawing must be constructed, certified and approved by the City Engineer including, but not limited to, piping, forebay, aftbay, trash rack, etc.) Landscape and irrigation plans are not approved for installation at this time.
- b. Provide the City with an Engineer's Line and Grade Certification.
- c. Perform and pass a flow test per City test procedures.

LD60. (CO) Prior to issuance of a certificate of occupancy or building final for any Commercial/Industrial facility, whichever occurs first, 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.

Prior to Acceptance of Streets into the City Maintained Road System

LD61. (AOS) Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, may be required just prior to acceptance of the entire tract street(s) into the City maintained road system at the discretion of the City Engineer. If slurry is required, the developer/contractor must provide a slurry mix design submittal for City Engineer approval. The latex additive shall be Ultra Pave 70 (for anionic – per project geotechnical report) or Ultra Pave 65 K (for cationic – per project geotechnical report) or an approved equal. 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.

Special Conditions

**LD62. Prior to approval of the rough grading plan, this project shall demonstrate, via a final drainage study, that the increased runoff resulting from the development of this site is mitigated. During no storm event shall the flow leaving the site in the developed condition be larger than that of the pre-developed condition. The drainage study shall analyze the following events: 1, 3, 6 and 24-hour duration events for the 2, 5, 10 and 100-year storm events. The applicant understands that additional detention measures, beyond those shown on the tentative map and preliminary drainage study, may be required.**

**LD63. Prior to approval of the precise grading plan, the developer shall obtain the following offsite dedications from the adjacent property owner(s), per**

separate instrument, and submitted to the City for review and approval. The offsite area referenced is located between the project's east boundary line and Redlands Boulevard.

- a. A 10-foot street right-of-way dedication on the north side of Eucalyptus Avenue (formerly Fir Avenue) starting from this project's east boundary line east to Redlands Boulevard to ensure a centerline to north right-of-way distance of 50 feet for an Arterial, City Standard 104A.
- b. A 39-foot half street right-of-way dedication on the entire east side of "A" Street within the adjacent offsite properties 488-330-027 and 488-330-028 to ensure a centerline to east right-of-way distance of 39 feet for an Industrial Collector, City Standard 106.
- c. A 2-foot public access easement for the portions of sidewalk which are outside of the public right-of-way, along the north side of Eucalyptus Avenue from this project's east property line east to Redlands Boulevard.
- d. An 11-foot multi-use trail easement to the City adjoining and north of the 2-foot public access easement listed above for trail purposes, along the north side of Eucalyptus Avenue from this project's east property line east to Redlands Boulevard.
- e. Any necessary corner cutback right-of-way dedications per City Standard 208.

**LD64.** Prior to approval of the precise grading plans, the plans shall show any proposed trash enclosure as dual bin; one bin for trash and one bin for recyclables. The trash enclosure shall be per City Standard Plan 627.

**LD65.** Prior to approval of the precise grading plans, the grading plans shall clearly show that the parking lot conforms to current City and ADA standards. The parking lot shall be 5% maximum, 1% minimum, 2% maximum at or near any disabled parking stall and travel way. Ramps, curb openings and travel paths shall all conform to current ADA standards as outlined in Department of Justice's "ADA Standards for Accessible Design", Excerpt from 28 CFR Part 36. ([www.usdoj.gov](http://www.usdoj.gov)) and as approved by the City's Building and Safety Division.

**LD66.** Prior to precise grading plan approval, the plans shall show roof drains directed to a landscaped area rather than being routed directly to the parking lot. Alternatively, roof drain flows can be directed to private storm drains

**which will connect to the treatment control best management practice. This shall be shown in the approved F-WQMP.**

- LD67. Prior to approval of the grading and/or improvement plans, the plans shall show the relocation of the existing water line near State Highway 60 so that it is located outside of the lettered lot being conveyed to the City for future highway expansion purposes. Ideally, the water line shall be relocated within the Eucalyptus Avenue right-of-way. The developer shall coordinate with the utility purveyor Eastern Municipal Water District (EMWD) and the City. The developer will be responsible for quitclaiming the existing abandoned easement as well as obtaining any necessary new easements.**
- LD68. Prior to approval of the grading and/or improvement plans, the plans shall show the design for the proposed improvements to the existing Quincy Channel, along the entire west side of the project and any off-site upstream or downstream improvements, as necessary. The design shall be approved by both Riverside County Flood Control and Water Conservation District (RCFC&WCD) and the City. The improvements shall consist of, but not be limited to, construction of a scour wall including soil removal and recompaction and a maintenance access road including a driveway approach from Eucalyptus Avenue. The developer will be responsible for obtaining the appropriate permit(s) and clearance(s).**
- LD69. Prior to approval of the grading and/or improvement plans, the plans shall show the design for the proposed improvements to the existing ditch located on the west side of Redlands Boulevard. Improvements may include, but not be limited to, the reconstruction of the existing headwall, the installation of energy dissipater(s), and a proposed pipe culvert under Eucalyptus Avenue.**
- LD70. Prior to the issuance of a grading permit, the developer shall secure all necessary off-site drainage easements for the proposed offsite drainage improvements. All easements shall be plotted and labeled on the design plans. Written permission must be obtained from off-site property owner(s) for all off-site grading and easements.**
- LD71. Prior to approval of the improvement plans, the plans shall show the design for the installation of storm drain Line D-3 of RCFC&WCD's Moreno Area Drainage Plan (ADP). The plans shall show all accompanying drainage improvements such as catch basins, laterals, etc. to properly collect and convey storm flows to Line D-3. Line D-3 shall connect to the existing ditch located on the west side of Redlands Boulevard. The design shall be approved by both RCFC&WCD and the City.**



**LD72. Prior to approval of the parcel map, the map shall show the appropriate dedication along State Highway 60, shown as a lettered lot, and conveyed to the City, for future highway expansion, consistent with Caltrans' current expansion plans, as approved by the City Engineer.**

**LD73. Prior to approval of the parcel map, the map shall show the area near the Quincy Channel, shown as a lettered lot, to be dedicated to RCFC&WCD, for drainage improvement construction, maintenance and access purposes. The area to be dedicated shall be coordinated with and approved by both RCFC&WCD and the City.**

**LD74. Prior to approval of the parcel map, the map shall show the following:**

- a. A 10-foot street right-of-way dedication on the north side of Eucalyptus Avenue (formerly Fir Avenue) along project's south frontage to ensure a centerline to north right-of-way distance of 50 feet for an Arterial, City Standard 104A.**
- b. A 39-foot half street right-of-way dedication on the entire west side of "A" Street along this project's east frontage to ensure a centerline to west right-of-way distance of 39 feet for an Industrial Collector, City Standard 106.**
- c. The appropriate street right-of-way dedication for a cul-de-sac at the northern terminus of "A" Street per City Standard Plan 123.**
- d. A 4-foot minimum pedestrian right-of-way dedication behind any driveway approach per City Standard 118C, on both Eucalyptus Avenue and "A" Street.**
- e. A 2-foot public access easement to the City for the portions of sidewalk which are outside of the public right-of-way, along the north side of Eucalyptus Avenue.**
- f. An 11-foot multi-use trail easement to the City adjoining and north of the 2-foot public access easement listed above for trail purposes, along the north side of Eucalyptus Avenue.**
- g. Corner cutback right-of-way dedications per City Standard 208.**

**LD75. Prior to approval of the parcel map, the Developer shall guarantee the construction of the following improvements by entering into a public improvement agreement and posting security. The improvements shall be**

completed prior to occupancy of the first building or as otherwise determined by the City Engineer.

- a. Redlands Boulevard, future Divided Arterial, City Standard 103A (110-foot RW / 66-foot CC) shall not be constructed to its ultimate half-width improvements with this project. However, it is acknowledged that some level of interim improvements will be required to facilitate the orderly development of this project. This project shall install the required interim improvements as directed by the City's Land Development and Transportation Engineering Divisions during design plan check. Improvements might consist of, but not be limited to, pavement, base, street widening to include an auxiliary lane from the SH-60 E/B off-ramp south to Eucalyptus Avenue, redwood header, curb and/or AC berm, drainage structures, any necessary offsite improvement transition/joins to existing, streetlights, pedestrian ramps, removal/relocation and/or undergrounding of any power poles with overhead utility lines less than 115,000 volts, and dry and wet utilities.
- b. Eucalyptus Avenue (formerly Fir Avenue), Arterial, City Standard 104A (100-foot RW / 76-foot CC) shall be constructed to half-width plus an additional 18 feet south of the centerline, with an additional 5 foot gravel shoulder south of the 18 feet, along the entire project's south frontage and continuing offsite easterly to Redlands Boulevard. A 10-foot right-of-way dedication on the north side of the street, along the project's south property line, shall be shown on the parcel map. Required offsite dedications shall be per separate instrument. Improvements shall consist of, but not be limited to, pavement, base, redwood header, gravel, curb, gutter, sidewalk, a multi-use trail as approved by the City's Parks and Community Services Department, landscaping, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, streetlights, pedestrian ramps, removal/relocation and/or undergrounding of any power poles with overhead utility lines less than 115,000 volts, and dry and wet utilities.
- c. "A" Street, Industrial Collector, City Standard 106 (78-foot RW / 56-foot CC) shall be constructed to half-width plus an additional 18 feet minimum east of the centerline, along the project's east property line, however, per the planning level documents, the applicant has opted to construct full-width improvements. A 39-foot right-of-way dedication on the west side of the street, along the project's east property line, shall be shown on the parcel map. Required offsite dedications shall be per separate instrument. Improvements shall consist of, but not be limited to, pavement, base, curb, gutter, sidewalk, driveway

**approaches, drainage structures, any necessary offsite improvement transition/joins to existing, streetlights, pedestrian ramps, dry and wet utilities.**

- d. The developer shall ensure adequate turn-around on Eucalyptus Avenue at the west end of the project, east of Quincy Channel, as approved by the City's Land Development, Transportation Engineering and Fire Prevention Divisions/Department.**
- e. Driveway approaches shall be constructed per City Standard No. 118C. The parcel map shall show an additional 4-foot right-of-way dedication behind driveway approaches. No decorative pavers shall be placed within the public right-of-way.**
- f. The developer shall install all necessary on-site and off-site drainage improvements to properly collect and convey drainage entering, within and leaving the project. This may include, but not be limited to on-site and perimeter drainage improvements to properly convey drainage within and along the project site, and downstream off-site improvements of master plan storm drain lines. The developer shall construct the following storm drain lines: Line D-3 in Eucalyptus Avenue of the Moreno Master Drainage Plan.**

**LD76. The Applicant shall prepare and submit for approval a final, project-specific water quality management plan (F-WQMP). The F-WQMP shall be consistent with the approved P-WQMP and in full conformance with the document; "Riverside County Water Quality Management Plan for Urban Runoff" dated July 24, 2006, errata corrected 1-22-09. The F-WQMP shall be submitted and approved prior to application for and issuance of grading permits or building 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.**

**LD77. The Applicant shall select and implement treatment control BMPs that are medium to highly effective for treating Pollutants of Concern (POC) for the project. POC include project pollutants associated with a 303(d) listing or a TMDL for receiving waters.**

- a. Project POC include Nutrients, Oxygen Demanding Substances, and Pathogens (Bacteria and Viruses).**

- b. Exhibit C of the document, "Riverside County Water Quality Management Plan for Urban Runoff" dated July 24, 2006 shall be consulted for determining the effectiveness of proposed treatment BMPs

LD78. The Applicant has proposed to incorporate the use of bioretention systems. Final design details of the bioretention System and pervious concrete system must be provided in the first submittal of the F-WQMP. The size of the treatment control BMPs are to be determined using the procedures set forth in Exhibit C of the Riverside County Guidance Document. 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.

LD79. The Applicant shall substantiate the applicable Hydrologic Condition of Concern (HCOC) (WQMP Section IV) in the F-WQMP. The HCOC designates that the project will comply with Condition A; therefore, the condition must be addressed in the F-WQMP.

LD80. The Applicant shall, prior to building or grading permit closeout or the issuance of a certificate of occupancy, demonstrate:

- a. That all structural BMPs have been constructed and installed in conformance with the approved plans and specifications.
- b. That all structural BMPs described in the F-WQMP have been implemented in accordance with approved plans and specifications.
- c. That the applicant is prepared to implement all non-structural BMPs included in the FWQMP, conditions of approval, and building/grading permit conditions.
- d. That an adequate number of copies of the approved F-WQMP are available for the future owners/occupants of the project.

**PUBLIC WORKS DEPARTMENT – SPECIAL DISTRICTS DIVISION**

**Note: All Special Conditions, Modified Conditions, or Clarification of Conditions are in bold lettering.** All other conditions are standard to all or most development projects.

Acknowledgement of Conditions

The following items are Special Districts' Conditions of Approval for project PA08-0097; this

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project shall be completed at no cost to any Government Agency. All questions regarding Special Districts' Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from the Special Districts Division of the Public Works Department 951.413.3480. The applicant is fully responsible for communicating with each designated Special Districts staff member regarding their conditions.

General Conditions

- SD1. The parcel(s) associated with this project have been incorporated into the Moreno Valley Community Services Districts Zones A (Parks & Community Services) and C (Arterial Street Lighting). All assessable parcels therein shall be subject to annual Zone A and Zone C charges for operations and capital improvements.
- SD2. **If a median is required to be constructed then**, plans for parkway, median, slope, and/or open space landscape areas designated on the tentative map or in these Conditions of Approval for incorporation into Moreno Valley Community Services District **Zone M**, shall be prepared and submitted in accordance with the *City of Moreno Valley Public Works Department Landscape Design Guidelines*. Contact the Special Districts Division of the Public Works Department to obtain copies of this document.
- SD3. **If a median is required to be constructed then**, the developer, or the developer's successors or assignees shall be responsible for all parkway and/ or median landscaping maintenance until such time as the District accepts maintenance duties.
- SD4. **If a median is required to be constructed then**, plan check fees for review of parkway/median landscape plans for improvements that shall be maintained by the Moreno Valley Community Services District are due upon the first plan submittal. (MC 3.32.040)
- SD5. **If a median is required to be constructed then**, inspection fees for the monitoring of landscape installation associated with Moreno Valley Community Services District maintained parkways/medians are due prior to the required pre-construction meeting. (MC 3.32.040)
- SD6. Any damage to existing landscape easement areas due to project construction shall be repaired/replaced by the developer, or developer's successors in interest, at no cost to the Moreno Valley Community Services District.

Prior to Building Permit Issuance

- SD7. (BP) This project has been identified to be included in the formation of a Map Act

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Area of Benefit Special District for the construction of **major thoroughfares and/or freeway** improvements. The property owner(s) shall participate in such District, and pay any special tax, assessment, or fee levied upon the project property for such District. At the time of the public hearing to consider formation of the district, the property owner(s) will not protest the formation, but the property owners(s) will retain the right to object if any eventual assessment is not equitable, that is, if the financial burden of the assessment is not reasonably proportionate to the benefit which the affected property obtains from the improvements which are to be installed. (Street & Highway Code, GP Objective 2.14.2, MC 9.14.100)

- SD8. (BP) This project has been identified to be included in the formation of a Community Facilities District (Mello-Roos) for **Public Safety** services, including but not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. The property owner(s) shall not protest the formation; however, they retain the right to object to the rate and method of maximum special tax. In compliance with Proposition 218, the developer shall agree to approve the mail ballot proceeding (special election) for either formation of the CFD or annexation into an existing district that may already be established. The Developer must notify Special Districts of intent to request building permits 70 days prior to their issuance. (California Government Code)
- SD9. *Commercial* (BP) If Land Development, a Division of the Public Works Department, requires this project to supply a funding source necessary to provide, but not limited to, stormwater utilities services for the monitoring of on site facilities and performing annual inspections of the affected areas to ensure compliance with state mandated stormwater regulations, the developer must notify Special Districts 90 days prior to the City's issuance of a building permit and the financial option selected to fund the continued maintenance. (California Government Code)
- SD10. (BP) **If a median is required to be constructed then**, final median, parkway, slope, and/or open space landscape/irrigation plans for those areas designated on the tentative map or in these Conditions of Approval for inclusion into Community Services District shall be reviewed and approved by the Community Development Department – Planning Division, and the Public Works Department – Special Districts and Transportation Divisions prior to the issuance of the first Building Permit.

Prior to Certificate of Occupancy

- SD11. (CO) **If a median is required to be constructed then**, this project is conditioned to provide a funding source for the capital improvements and/or maintenance for the Fir Ave. (Future Eucalyptus Ave.) median landscape. In order for the Developer to meet the financial responsibility to maintain the defined service, one of the following options shall be selected:

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- a. Participate in the mail ballot proceeding in compliance with Proposition 218, for Moreno Valley Community Services District Zone M (Commercial, Industrial and Multifamily Improved Median Maintenance), and pay all associated costs with the ballot process; or
- b. Establish an endowment to cover the future maintenance costs of the landscaped area.

The developer must notify Special Districts of intent to request building permits 90 days prior to their issuance and the financial option selected to fund the continued maintenance.

SD12. (CO) Prior to release of building permit, the developer, or the developer's successors or assignees, shall record with the County Recorder's Office a **Declaration of Covenant and Acknowledgement of Assessments** for each assessable parcel therein, whereby the developer covenants and acknowledges the existence of the Moreno Valley Community Services District, its established benefit zones, and that said parcel(s) is (are) liable for payment of annual benefit zone charges and the appropriate National Pollutant Discharge Elimination System (NPDES) maximum regulatory rate schedule when due. A copy of the recorded Declaration of Covenant and Acknowledgement of Assessments shall be submitted to the Special Districts Division.

For a copy of the Declaration of Covenant and Acknowledgement of the Assessments form, please contact Special Districts, phone 951.413.3480.

SD13. (CO) Prior to issuance of a Certificate of Occupancy or building final, the developer shall submit a letter to Special Districts from the Utility service responsible for providing final electrical energy connections and energization of the streetlights for the development project. The letter must identify, by pole number, each streetlight in the development and state the corresponding date of its electrical energization.

SD14. (CO) **If a median is required to be constructed then**, all parkway and/or median landscaping specified in the tentative map or in these Conditions of Approval shall be constructed prior to the issuance of the Certificate of Occupancy/Building Final for this project.

SD15. (CO) Prior to the issuance of the first Certificate of Occupancy or building final for this project, the developer shall pay Advanced Energy fees for all applicable Zone B (Residential Street Lighting) and/or Zone C (Arterial Street Lighting and Intersection Lighting) streetlights required for this development. The developer shall provide a receipt to the Special Districts Division showing that the Advanced Energy fees have been paid in full for the number of streetlights to be accepted into the CSD Zone B and/or Zone C program. Payment shall be made to the City of Moreno Valley, as

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collected by the Land Development Division, based upon the Advanced Energy fee rate at the time of payment and as set forth in the current Listing of City Fees, Charges and Rates, as adopted by City Council. Any change in the project which may increase the number of streetlights to be installed will require payment of additional Advanced Energy fees at the then current fee.

**PUBLIC WORKS DEPARTMENT – TRANSPORTATION ENGINEERING DIVISION**

**GENERAL CONDITIONS**

**TE1. Future Eucalyptus Avenue is classified as an Arterial (100'RW/76'CC) per City Standard Plan No. 104A. Any modifications or improvements undertaken by this project shall be consistent with the City's standards for this facility. Sidewalk shall be curb separated. The project shall construct pavement improvements from the eastern property boundary to Redlands Boulevard consistent with Land Development Condition LD76b.**

**TE2. Future Collector Street is classified as an Industrial Collector (78'RW/56'CC) per City Standard Plan No. 106. Any modifications or improvements undertaken by this project shall be consistent with the City's standards for this facility.**

**Prior to Grading Permit**

**TE3. (GP) Prior to issuance of a grading permit, the project applicant shall submit conceptual striping plans for street improvements along Eucalyptus Avenue as well as Redlands Boulevard.**

**Prior to Improvement Plan Approval or Construction Permit**

TE4. The driveways less than 40 feet in width shall conform to Section 9.16.250, and Table 9.16.250A of the City's Development Code - Design Guidelines, and City Standard Plan No. 118C. Driveways wider than 40' shall be designed as intersections with pedestrian access ramps per City standards.

TE5. Prior to the final approval of the street improvement plans, a signing and striping plan shall be prepared per City of Moreno Valley Standard Plans - Section 4 for all streets with a cross section of 66'/44' and wider.

TE6. Prior to issuance of a construction permit, construction traffic control plans prepared by a qualified, Registered Civil or Traffic engineer shall be required.



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TE7. Sight distance at driveways and on streets shall conform to City Standard Plan No. 125 A, B, and C at the time of preparation of final grading, landscape, and street improvements.

TE8. Prior to final approval of the street improvement plans, interim and ultimate alignment studies shall be approved by the City Traffic Engineer.

**TE9. Prior to the final approval of the street improvement plans, the project applicant shall prepare traffic signal design plans for the following intersections:**

- **Redlands Boulevard/SR-60 Westbound Ramp (The City has an approved design and Caltrans permit for this intersection. The applicant shall utilize the City design for construction.)**
- **Redlands Boulevard/Future Eucalyptus Avenue**

TE10. Prior to the final approval of the street improvement plans, the project applicant shall design a southbound auxiliary lane (additional southbound lane) from the SR-60 Eastbound Ramp to Future Eucalyptus Avenue. The minimum width of the auxiliary lane shall be 16'.

TE11. Prior to the final approval of the street improvement plans, the project applicant shall design the intersection of Redlands Boulevard and Eucalyptus Avenue to provide the following geometrics:

Northbound: One left turn lane, one through lane  
Southbound: One through lane, one right turn lane  
Eastbound: One left turn lane, one right turn lane  
Westbound: N/A

**NOTE: All curb return radii shall be 50 feet.**

TE12. Prior to the final approval of the street improvement plans, the project applicant shall design the intersection of Redlands Boulevard and SR-60 Eastbound Ramp to provide the following geometrics:

Northbound: One left turn lane, one through lane  
Southbound: One shared through/right turn lane  
Eastbound: One left turn lane, one right turn lane  
Westbound: N/A

**NOTE: All curb return radii shall be 50 feet.**

**TE13. Prior to final approval of the street improvement plans, the project applicant shall design the intersection of Redlands Boulevard and SR-60 Westbound Ramp to provide the following geometrics:**

**Northbound: One left turn lane, one through lane, one right turn lane**

**Southbound: One left turn lane, one shared through/right turn lane**

**Eastbound: One shared left turn/through/right turn lane**

**Westbound: One shared left turn/through/right turn lane**

**NOTE: The City has an approved design and Caltrans permit for these improvements. The applicant shall utilize the City design for construction.**

**TE14. Prior to issuance of a construction permit, the project applicant shall pay to the City all applicable “Fair Share” impact fees per the findings of the Environmental Impact Report.**

Prior to Certificated of Occupancy or Building Final

TE15. (CO) Prior to issuance of a certificate of occupancy, all approved signing and striping shall be installed per current City Standards and the approved plans.

TE16. (CO) Each gated entrance from a public street will be provided with the following, or as approved by the City Engineer:

- A. A storage lane with length sufficient to support the queuing predicted by the traffic study (minimum of 75 feet).
- B. Signing and striping at the gate, including no parking signs.
- C. A separate pedestrian entry, if pedestrian access is necessary.
- D. Presence loop detectors (or another device) within 1 or 2 feet of the gates that ensures that the gates remain open while any vehicle is in the queue.

All of these features must be kept in working order.

**TE17. (CO) Prior to issuance of a certificate of occupancy, the project applicant shall construct the intersection/roadway improvements identified in TE9, TE10, TE11, TE12, and TE13 per the approved plans.**

Prior to Acceptance of Streets Into The City-maintained Road System

TE18. Prior to the acceptance of streets into the City-maintained road system, all approved traffic control and signing and striping shall be installed per current City Standards and the approved plans.

**CONDITIONS OF APPROVAL FOR PA09-0022  
TENTATIVE PARCEL MAP NO. 36207  
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**PUBLIC WORKS DEPARTMENT – MORENO VALLEY UTILITY**

**Note: All Special Conditions, Modified Conditions, or Clarification of Conditions are in bold lettering.** All other conditions are standard to all or most development projects.

Acknowledgement of Conditions

The following items are Moreno Valley Utility's Conditions of Approval for project PA08-0097. This project shall be completed at no cost to any Government Agency. All questions regarding Moreno Valley Utility's Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from Moreno Valley Utility (the Electric Utility Division) of the Public Works Department 951.413.3512. The applicant is fully responsible for communicating with Moreno Valley Utility staff regarding their conditions.

Prior to Recordation of Final Map

MVU1.(R) For single family subdivisions, a three foot easement along each side yard property line shall be shown on the final map and offered for dedication to the City of Moreno Valley for public utility purposes, unless otherwise approved by the City Engineer. If the project is a multi-family development, townhome, condominium, apartment, commercial or industrial project, and it requires the installation of electric distribution facilities within common areas, a non-exclusive easement shall be provided to Moreno Valley Utility to include all such common areas. All easements shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.

Prior to Issuance of Building Permit

MVU2.(BP) **City of Moreno Valley Municipal Utility Service – Electrical Distribution:** Prior to issuance of building permit, 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 subdivision 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, or the City's designee, all utility infrastructure (including but not limited to conduit, equipment, vaults, ducts, wires, switches, conductors, transformers, resistors, amplifiers, and "bring-up" facilities

**CONDITIONS OF APPROVAL FOR PA09-0022  
TENTATIVE PARCEL MAP NO. 36207  
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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 each lot and unit within the Tentative Map. 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. Properties within development will be subject to an electrical system capacity charge and that contribution will be collected prior to issuance of building permits.

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. Alternatively, developer may cause the project to be included in or annexed to a community facilities district established or to be established by the City for the purpose of financing the installation of such interconnection and distribution facilities. The project shall be deemed to have been included in or annexed to such a community facilities district upon the expiration of the statute of limitations to any legal challenges to the levy of special taxes by such community facilities district within the property.

The statute of limitations referred to above will expire 30 days after the date of the election by the qualified electors within the project to authorize the levy of special taxes and the issuance of bonds.

MVU3. This project may be subject to a Reimbursement Agreement. The project may be responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project. The project may be subject to a system wide capacity charge in addition to the referenced reimbursement agreement. Payment(s) shall be required prior to issuance of building permit(s).

**PARKS AND COMMUNITY SERVICES DEPARTMENT**

Acknowledgement of Conditions

The following items are Parks and Community Services Department Conditions of Approval for project PA08-0097. This project shall be completed at no cost to any Government Agency. All questions regarding Parks and Community Services Department Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from the Parks and Community Services Department 951.413.3280. The applicant is fully responsible for communicating with the Parks and Community Services Department project manager regarding the conditions.

**PCS1.** A multi-use trail shall be designated for PA08-0097/98. The trail shall be 11' wide, located along the north side of Eucalyptus Avenue (Fir Ave.). The trail requires a crossing over Quincy Street on the north side of Eucalyptus Avenue. The trail shall be designed similar to the Highland Fairview project east of Redlands Blvd. The trail shall be dedicated as an easement to the CSD. Additionally, a multi-use trail shall be located along the west side of Quincy Channel.

If the applicant's property includes this area, the applicant shall install the trail. The trail shall match the trail on Quincy Street, south of Cottonwood Avenue. This trail is approximately 14' wide, plus another 2' concrete step out from adjoining street (or parking lot). The applicant shall coordinate this trail with RCFC. The trail shall be dedicated as an easement to the CSD.

On November 19, 2008, the Trail Board recommended that the trail be located to the north side of Eucalyptus Avenue, being consistent with the Highland Fairview project.

Standard Trail Conditions

**PCS2. Parks and Community Services Department**

- a. Trail construction shall adhere to: The City's Standard Plans, 'The Greenbook Standard Specifications for Public Works Construction', 'California Code of Regulations Title 24' (where applicable), and the Park and Community Services Specification Guide.
- b. The General Contractor shall be a State of California Class 'A' General Engineering Contractor, per the Business and Professions Code Section 7056, or a combination of State of California Class 'C' licenses for which the work is being performed. Licenses must be current and in good standing, for the duration of the project.

**CONDITIONS OF APPROVAL FOR PA09-0022  
TENTATIVE PARCEL MAP NO. 36207  
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- c. All utility easements shall not interfere with the trail or its fencing. A map of all easements and the corresponding easement rights shall be presented to Parks and Community Services prior to scheduling the Tentative Map for approval.
- d. (R) A restriction shall be placed on lots that are adjacent to the trail, preventing openings or gates accessing the trail. This shall be done through Covenants, Conditions, and Restrictions (CC&R's). A copy of the CC&R's with this/her restriction noted shall be submitted and approved by the Director of Parks and Community Services or his/her designee prior to the recordation of the Final Map.
- e. Trails shall not be shared with any above ground utilities, blocking total width access.
- f. The following plans require Parks and Community Services written approval: Tentative tract/parcel maps; rough grading plans (including all Delta changes); Final Map; precise grading plans; street improvement plans; traffic signal plans; fence and wall plans; landscape plans for areas adjacent to trails; trail improvement plans.
- g. (GP) A detailed rough grading plan with profile for the trail shall be submitted and approved by the Director of Parks and Community Services or his/her designee prior to the issuance of grading permits.
- h. Grading certification and compaction tests are required, prior to any improvements being installed.
- i. A minimum two-foot graded bench is required where trails adjoin landscaped or open space areas.
- j. (R) Prior to the approval of the Final Map, a detailed map of the trail and areas adjacent to the trail shall be submitted to the Director of Parks and Community Services or his/her designee prior for review and written approval.
- k. (R) All necessary documents to convey to the City and/or the Community Services District any required dedications for parks or open space, as specified on the tentative map or in these Conditions of Approval shall be submitted by the developer to Parks and Community Services, prior to the recordation of the final map.
- l. (R) Prior to recordation of the Final Map, the developer shall post security (bonds) to guarantee construction of the trail to the City's standards. Copies of the bonds shall be provided to Parks and Community Services, prior to the approval of the Final Map.
- m. (BP) Prior to the issuance of the first Building Permit, final improvement plans (mylars and AutoCAD & PDF file on a CD-ROM) shall be reviewed and approved by the Community Development Department – Planning Division; the Public Works Department – Land Development and Transportation Division; Fire Prevention; and Parks and Community Services Department. Landscaped areas adjacent to the park shall be designed to prevent water on the park.

**CONDITIONS OF APPROVAL FOR PA09-0022**  
**TENTATIVE PARCEL MAP NO. 36207**  
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- n. Eight sets of complete trail improvement plans shall be submitted to Parks and Community Services for routing. Adjacent landscaping and walls shall be shown on the plans. Final construction plans and details require wet stamped and signed Mylars, eight sets of bond copies and one Mylar copy from the City signed mylars, the AutoCAD file on CD, and a PDF file on CD. As-builts for the trails have the same requirements as final plan submittals.
- o. All street crossings shall be signed with approved 'STOP' signs, trail signs, and posts. All improved equestrian trail crossings at signalized intersections that are constructed at their ultimate locations shall have high mounted push buttons. These shall be coordinated through the Transportation Division.
- p. CSD Zone 'A' plan check fees shall be paid prior to the second plan check.
- q. CSD Zone 'A' inspection fees shall be paid prior to signing of Mylars.
- r. (BP) The trail shall be surveyed and staked by the developer. The trail shall be inspected and approved by the Director of Parks and Community Services or his/her designee prior to the issuance of any building permits for production units.
- s. Any damage to trails or fencing during construction shall be repaired by the developer and inspected by the Director of Parks and Community Services or his/her designee; prior to the last phase of building permit issuance.
- t. A minimum 38' radius shall be incorporated on all trails where a change of direction occurs (minor or major). Additionally, widening of the trail is necessary in most situations. This is only necessary where trails share Fire Prevention access.
- u. Drive approaches shall adhere to City Std. Plan #118C.
- v. Concrete access areas to trails with decomposed granite surfaces shall be rough finished concrete (typically raked finish). The access shall extend to the main trail flat surface.
- w. (BP) In order to prevent the delay of building permit issuance, any deviation from trail fencing materials or trail surface materials shall be submitted to Director of Parks and Community Services or his/her designee and approved in writing 60-days prior to the commencement of trail construction.
- x. Any unauthorized deviation from the approved plan, specifications, City Standard Plans, or Conditions of Approval may result in the delay of building permit issuance and/or building Finals/ Certificate of Occupancy of the project conditioned for improvements.
- y. Where required, decorative solid-grouted block wall (no precision block, stucco, veneer finishes, PVC, or wood fencing) with a minimum height of 72" on the trailside shall be installed along lots that adjoin the trail. Block walls shall be located solely on private property. If landscaping is to be utilized between the block wall and the trail, a PVC fence shall be installed along the trail separating the landscaping from the trail (where required). All block walls that have public view shall have an anti-graffiti coating per Parks and Community Services specifications. Combination block/tubular steel fences shall only be utilized where approved by Parks and Community Services. Tubular steel shall comply

**CONDITIONS OF APPROVAL FOR PA09-0022  
TENTATIVE PARCEL MAP NO. 36207  
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with Parks and Community Services standards. Coating for tubular steel shall be anti-graffiti coating for metal per Parks and Community Services specifications. If alternate products are requested, the requested material(s) shall be presented to the Director of Parks and Community Services or his/her designee for review and approval. Under no circumstances can alternate products be utilized without prior written authorization from the Director of Parks and Community Services or his/her designee.

- z.** Any damage to existing landscape or hardscape areas due to project construction shall be repaired/replaced by the developer, or developer's successors in interest, at no cost to the City or Community Services District.
- aa.** All inspections shall be requested two (2) working days in advance from the Parks and Community Services Department at the time of rough and precise grading; fence and gate installation; curb and drainage; flatwork; D.G. installation; graffiti coating; and final inspection.
- bb.** (BP) Trail construction in single family developments shall commence prior to 30% of total building permit issuance. Trail completion and acceptance (single family developments) for maintenance shall be completed prior to 70% of total building permit issuance.
- cc.** (CO) Trail construction in multi-family or commercial developments shall commence with the rough grading. Trail completion and acceptance for maintenance shall be completed prior to the issuance of 50% of the total certificates-of-occupancy (for multi-family and/or commercial developments).

**POLICE DEPARTMENT**

**Note: All Special conditions are in bold lettering.** All other conditions are standard to all or most development projects

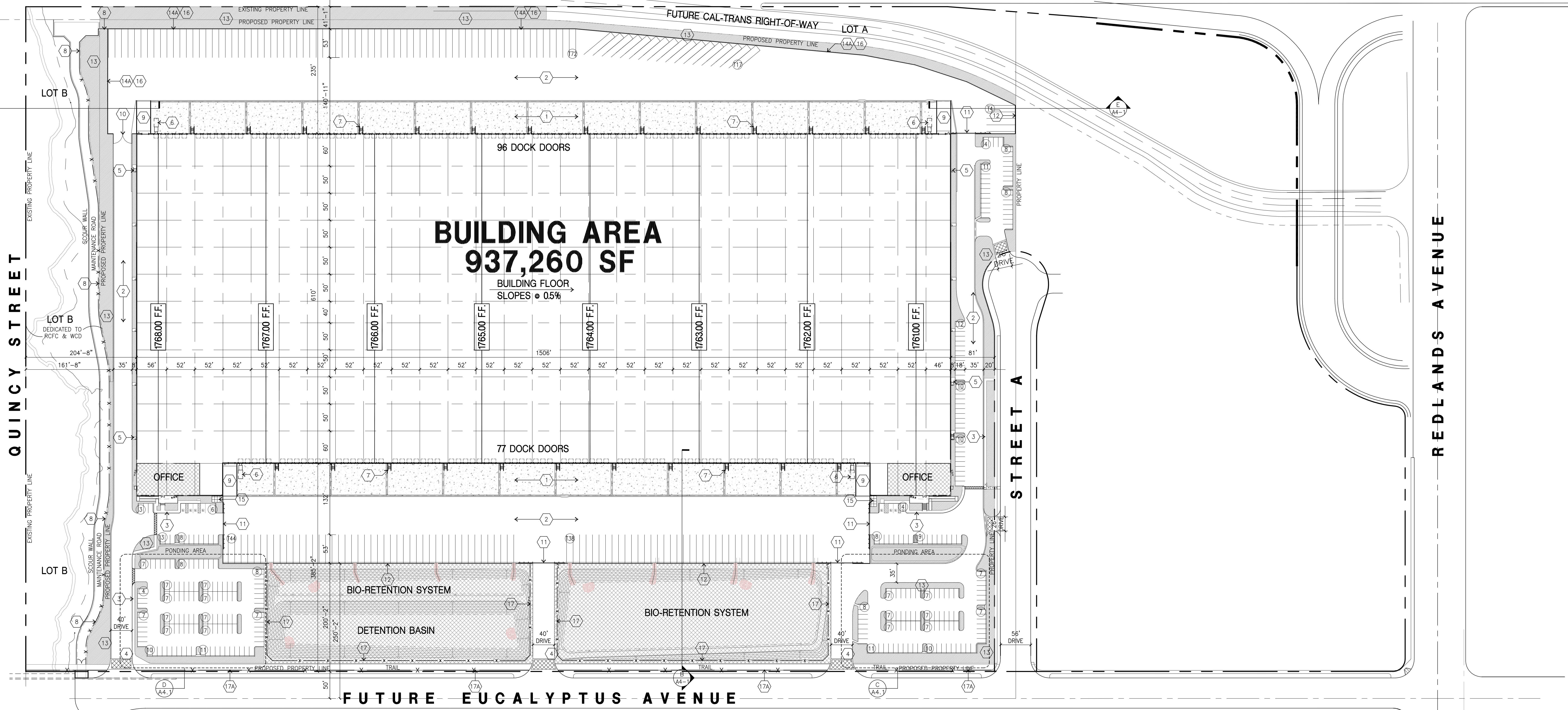
**Standard Conditions**

- PD1. Prior to the start of any construction, temporary security fencing shall be erected. The fencing shall be a minimum of six (6) feet high with locking, gated access and shall remain through the duration of construction. Security fencing is required if there is: construction, unsecured structures, unenclosed storage of materials and/or equipment, and/or the condition of the site constitutes a public hazard as determined by the Public Works Department. If security fencing is required, it shall remain in place until the project is completed or the above conditions no longer exist. (MC 9.08.080)
- PD2. (GP) Prior to the issuance of grading permits, a temporary project identification sign shall be erected on the site in a secure and visible manner. The sign shall be conspicuously posted at the site and remain in place until occupancy of the project. The sign shall include the following:

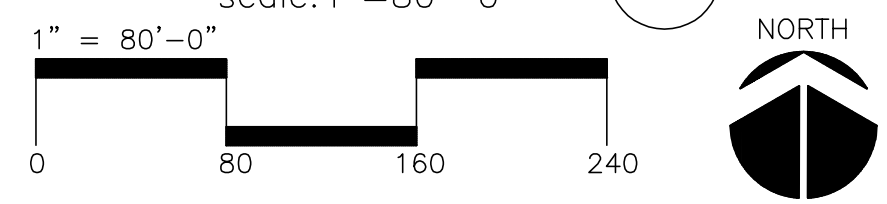


**CONDITIONS OF APPROVAL FOR PA09-0022  
TENTATIVE PARCEL MAP NO. 36207  
PAGE 40 OF 40**

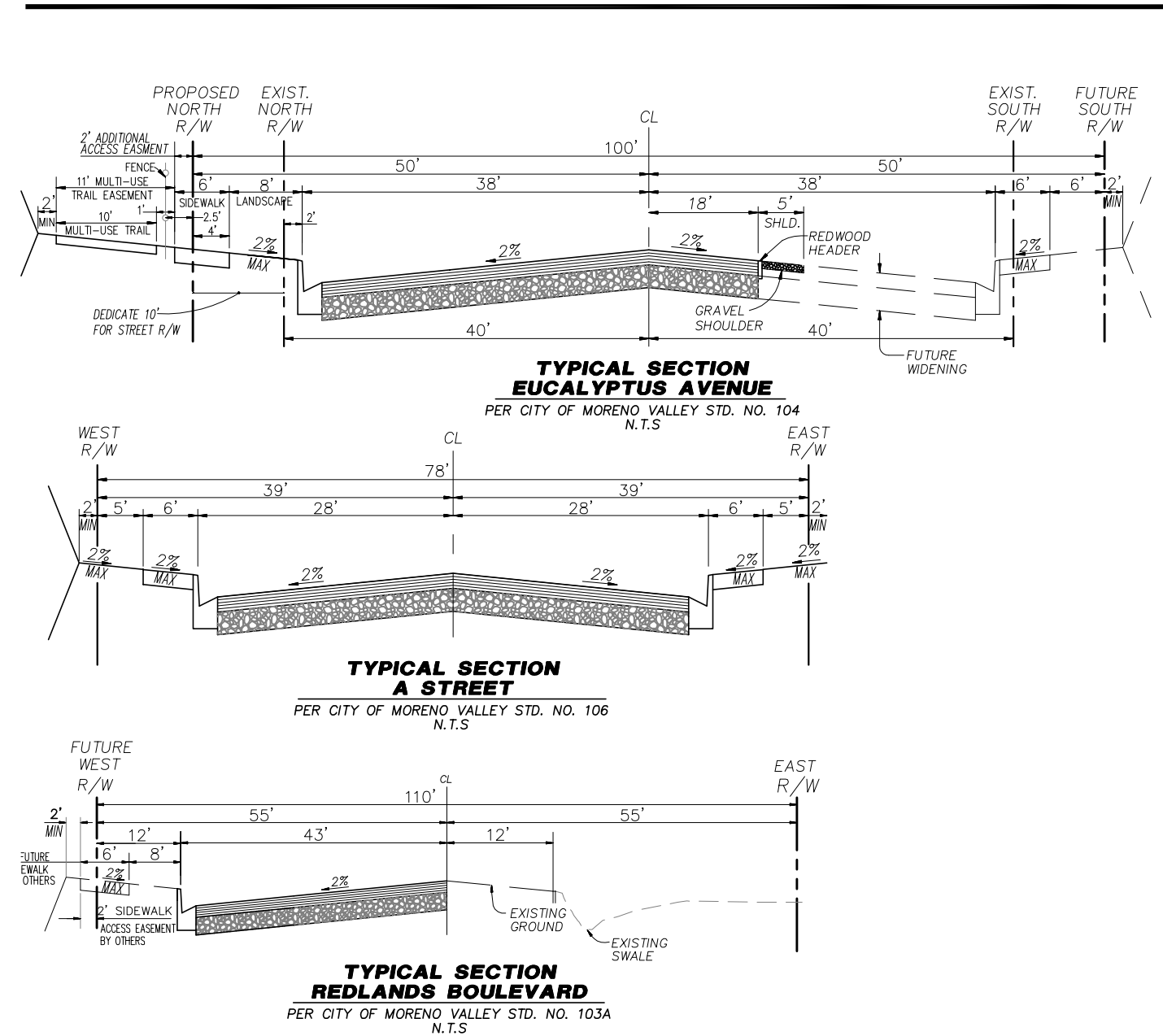
- a. The name (if applicable) and address of the development.
  - b. The developer's name, address, and a 24-hour emergency telephone number. (MC 9.08.080)
- PD3. (CO) Prior to the issuance of a Certificate of Occupancy, an Emergency Contact Information Form for the project shall be completed at the permit counter of the Community & Economic Development Department - Building Division for routing to the Police Department. (MC 9.08.080)



**OVERALL SITE PLAN**  
scale: 1"=80'-0"



**TYPICAL STREET SECTIONS**



**PROJECT TABULATIONS**

TABULATION	Bldg 1	Channel	Grand Total
<b>Gross site area (in sq.ft.)</b>	111,865	2,380,905	
<b>Net site area (in sq.ft.)</b>	2,269,040	2,251,064	
<b>Warehouse area</b>	923,260		923,260
<b>Office area</b>	14,000		14,000
<b>Total building area</b>	937,260		937,260
<b>Coverage (Gross)</b>		42%	
<b>Landscape required (10%)</b>	226,904		226,904
<b>Landscape provided</b>	305,038		305,038
<b>% of landscape provided</b>	133%		
<b>Parking provided</b>			
1st. 20k @ 1/1,000 s.f.	20		20
2nd. 20k @ 1/2,000 s.f.	10		10
above 40k @ 1/4,000 s.f.	221		221
office @ 1/250	56		56
<b>Total parking provided</b>	307		307
<b>Trailers</b>	175		175

**KEYNOTES - SITE PLAN**

- HEAVY BROOM FINISH CONC. PAVEMENT, SEE "C" & "S" DWGS.
- ASPHALT CONCRETE (AC) PAVING, SEE "C" DWGS.
- CONCRETE WALKWAY, SEE "L" DRAWINGS.
- DRIVEWAY APRONS TO BE CONSTRUCTED PER CITY STANDARD 118C. NO DECORATIVE PAVING WITHIN RIGHT-OF-WAY. SEE "L" DWGS.
- 5'-6" X 5'-6" X 4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
- 7' SIDE X 15' LONG TRASH COMPACTOR W/ 8' WIDE X 22' LONG REFUSE CONTAINER.
- EXTERIOR CONC. STAIR.
- 8' H. COATED CHAIN-LINK FENCE OR OTHER AS APPROVED BY THE COMMUNITY DEVELOPMENT DIRECTOR.
- CONCRETE RAMP.
- 8' H. METAL SWING GATE.
- 8' H. METAL SLIDING GATE.
- 14' H. CONCRETE SCREENWALL, PAINTED.
- LANDSCAPE. SEE "L" DWGS. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
- 8' H. WROUGHT IRON FENCE.
- 14' H. WROUGHT IRON FENCE.
- COURTYARD PATIO AREA.
- RETAINING WALL, SEE "C" DWGS.
- 4' H. THREE RAIL FENCE.
- 4' H. THREE RAIL FENCE AS PER COMMUNITY DEVELOPMENT DIRECTOR.

**GENERAL NOTES - FLOOR PLAN**

- THE SOILS REPORT PREPARED BY ASSOCIATED SOILS ENGINEERING SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
- IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
- SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
- SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
- SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.
- PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
- PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
- ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.
- APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

**PROJECT INFORMATION**

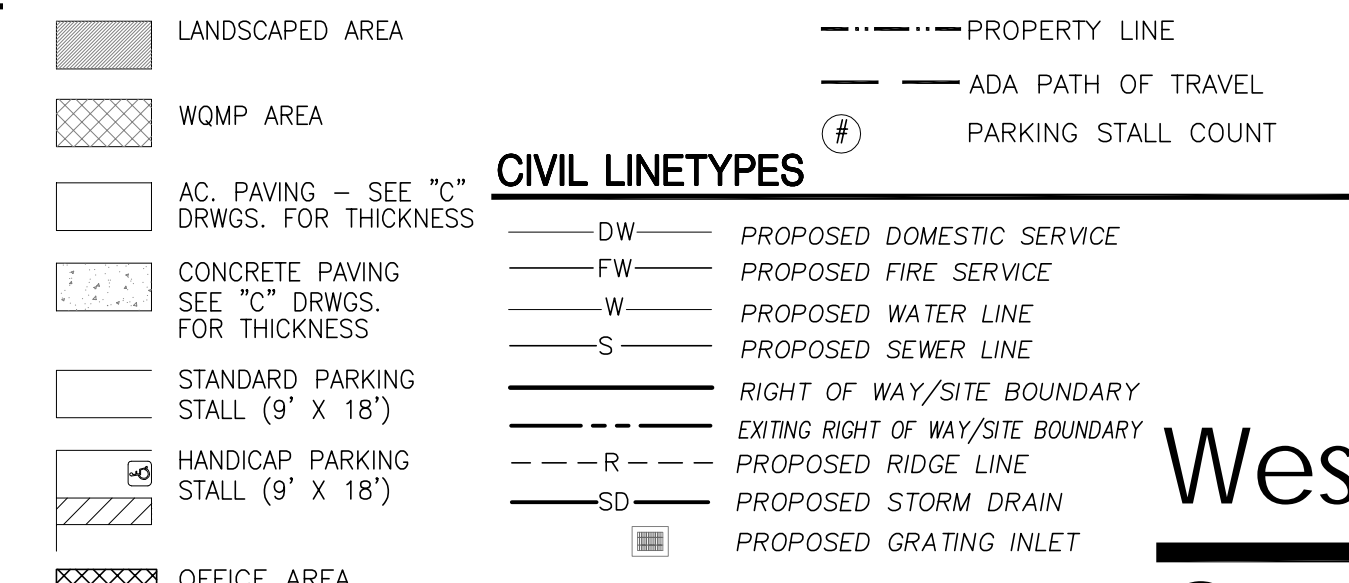
**Owner / Applicant**  
RIDGE RANCHO BELLAGO, LLC  
C/O RIDGE PROPERTY TRUST  
201 COVINA AVE. - STE. #8  
LONG BEACH, CA 90803  
TEL: (562) 856-3819  
CONTACT: TERESA RICE

**Architect**  
HPA, INC.  
18831 BARDEEN AVE. SUITE #100  
IRVINE, CA 92612  
TEL: (949) 863-1770  
CONTACT: MARK DIAMOND

**Applicant's Representative**  
ISLAND EMPIRE DEVELOPMENT SERVICES, INC.  
931 MONARCH COURT  
BEAUMONT, CA 92223  
TEL: (909) 845-1003  
CONTACT: GIL SHAENZ

**Civil Engineer**  
HILLI SOLARES  
1101 S. MILLIKEN - STE.G  
ONTARIO, CA 91761  
TEL: (909) 390-8400  
CONTACT: MAURICE MURAD

**SITE LEGEND**



**PLOT PLAN**  
CASE NUMBER: PA08-0097/0098  
MARCH 24, 2009

**UTILITY INFORMATION**

**TELEPHONE**  
VERIZON  
1980 ORANGE TREE LANE, STE. 100  
REDLANDS, CA 92374  
PHONE: (909) 748-6639  
CONTACT: THEA CARLSON

**ELECTRIC**  
MORENO VALLEY UTILITIES  
14177 FREDERICK ST.  
MORENO VALLEY, CA 92552  
PHONE: (951) 413-3480  
CONTACT: DARCY RAMIREZ

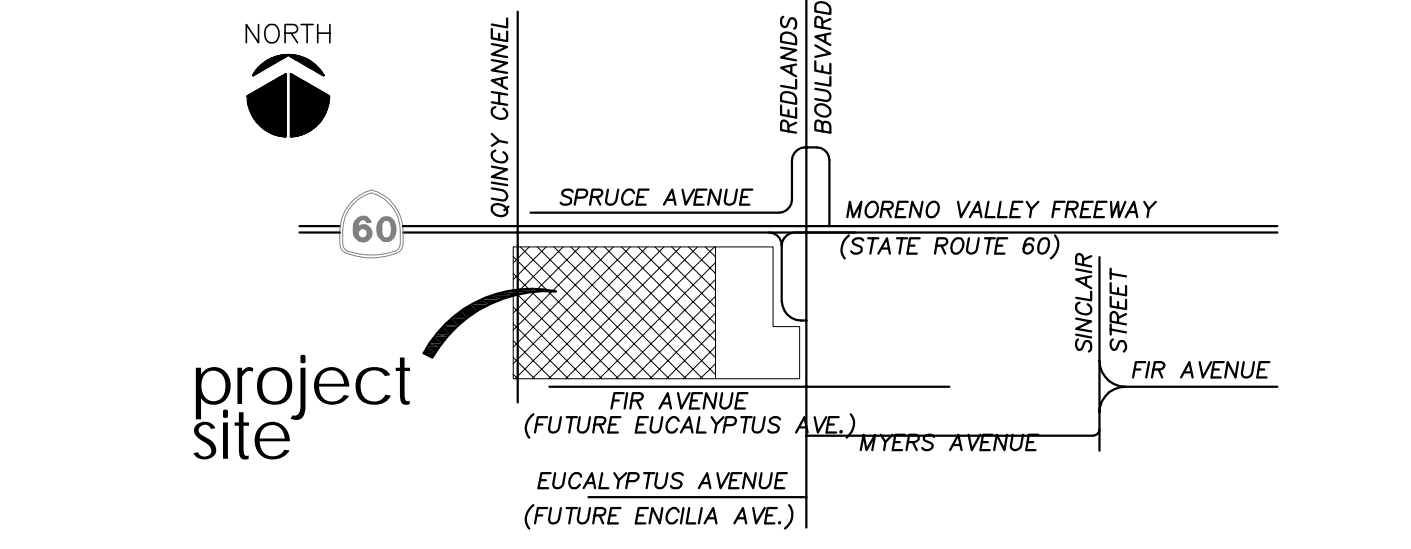
**WATER**  
EASTERN MUNICIPAL WATER DISTRICT  
2270 TRUMBULL ROAD  
FERRIS, CA 92571  
PHONE: (951) 928-3777  
CONTACT: NEW BUSINESS

**GAS**  
SOUTHERN CALIFORNIA GAS CO.  
25000 TRUMBULL ROAD, SC. 800B  
ROMOLAND, CA 92380  
PHONE: (951) 335-3902  
CONTACT: DAVE MULLIGAN

**SEWER**  
EASTERN MUNICIPAL WATER DISTRICT  
2270 TRUMBULL ROAD  
FERRIS, CA 92571  
PHONE: (951) 928-3777  
CONTACT: NEW BUSINESS

**CABLE - TV**  
TIME WARNER CABLE  
1500 AUTO CENTER DR.  
ONTARIO, CA 91761  
PHONE: (909) 975-3380  
CONTACT: MARK DAENHAEUER

**VICINITY MAP**

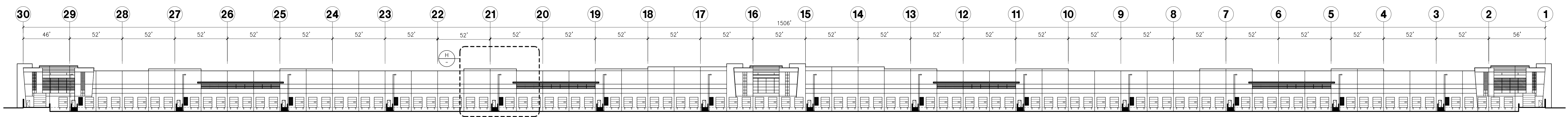


**WestRidge**  
**Commerce Center**  
MORENO VALLEY, CALIFORNIA

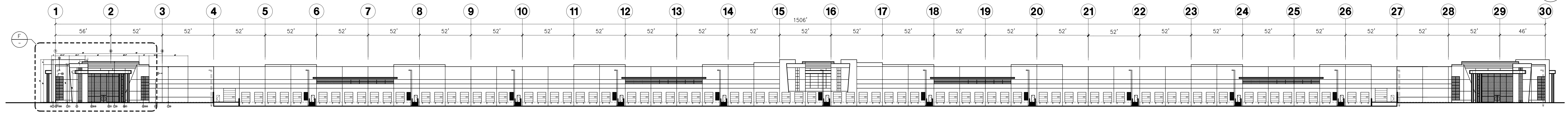
**HPA, INC.**  
18831 BARDEEN AVENUE, IRVINE, CA 92612

**RIDGE PROPERTY TRUST**  
EXCEPTIONAL RESULTS...WITHOUT EXCEPTION  
HPA# 6342

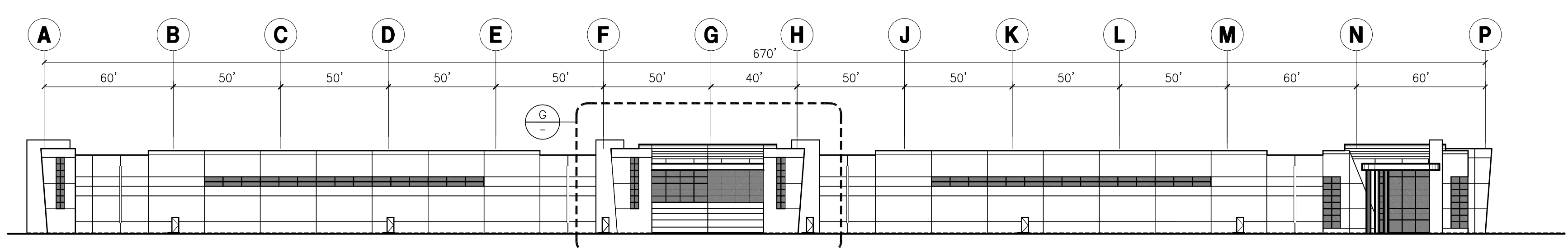
NOVEMBER 5, 2010  
**A1.1**  
(949) 863-1770



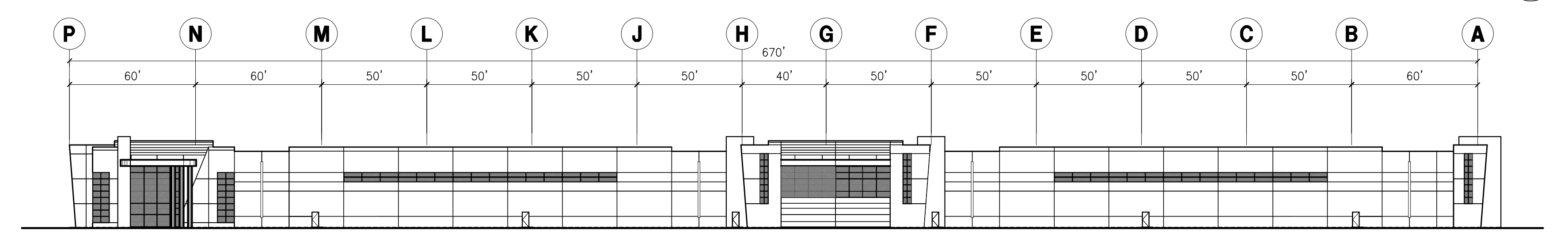
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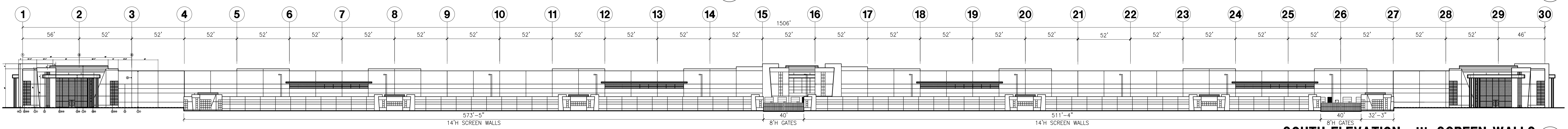
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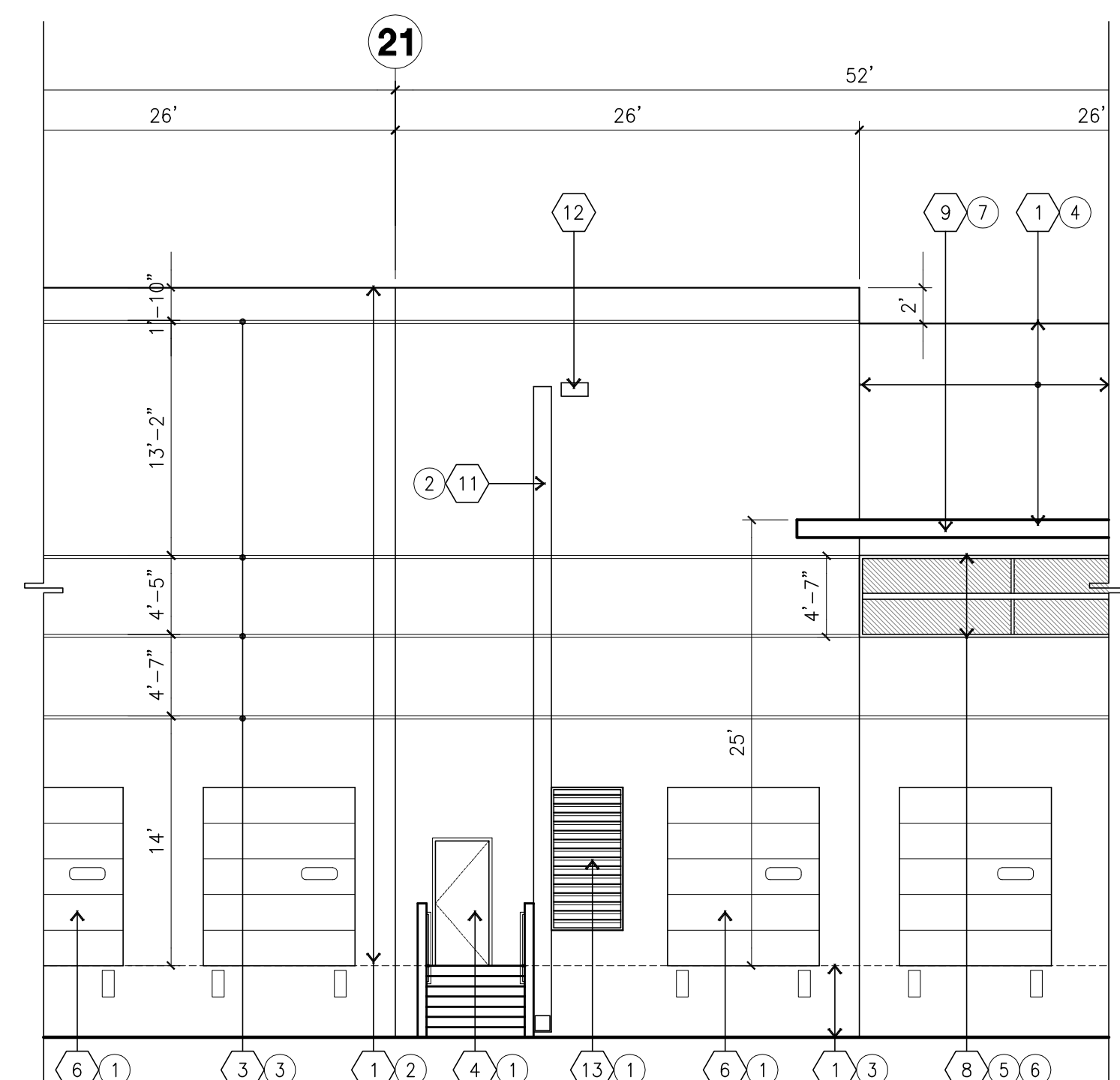
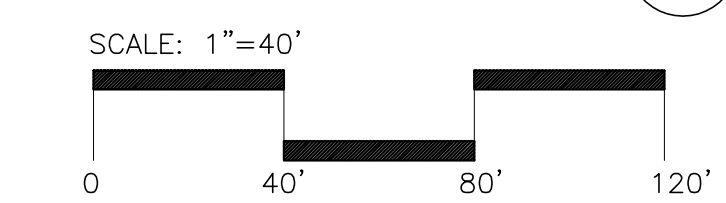
**WEST ELEVATION**  
scale: 1"=40'-0"



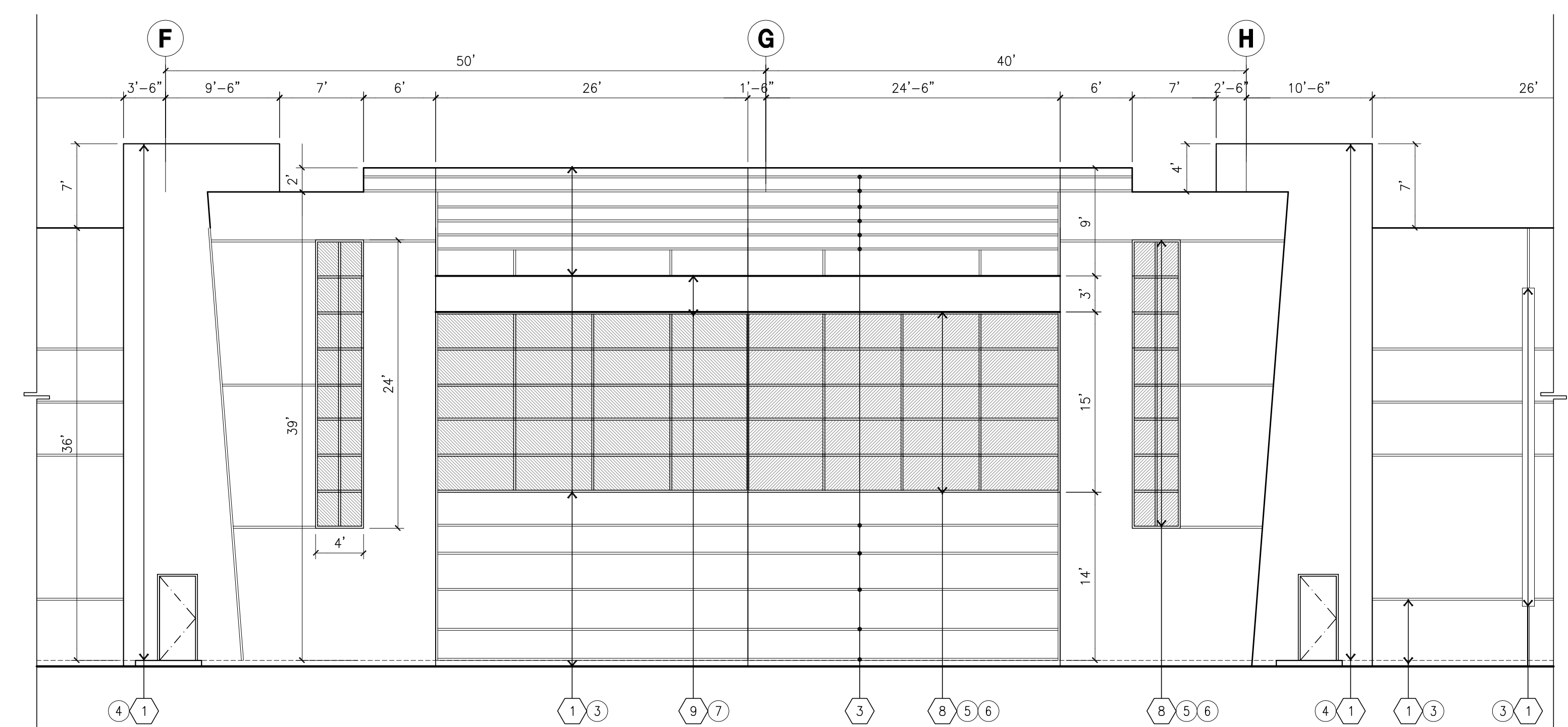
**EAST ELEVATION**  
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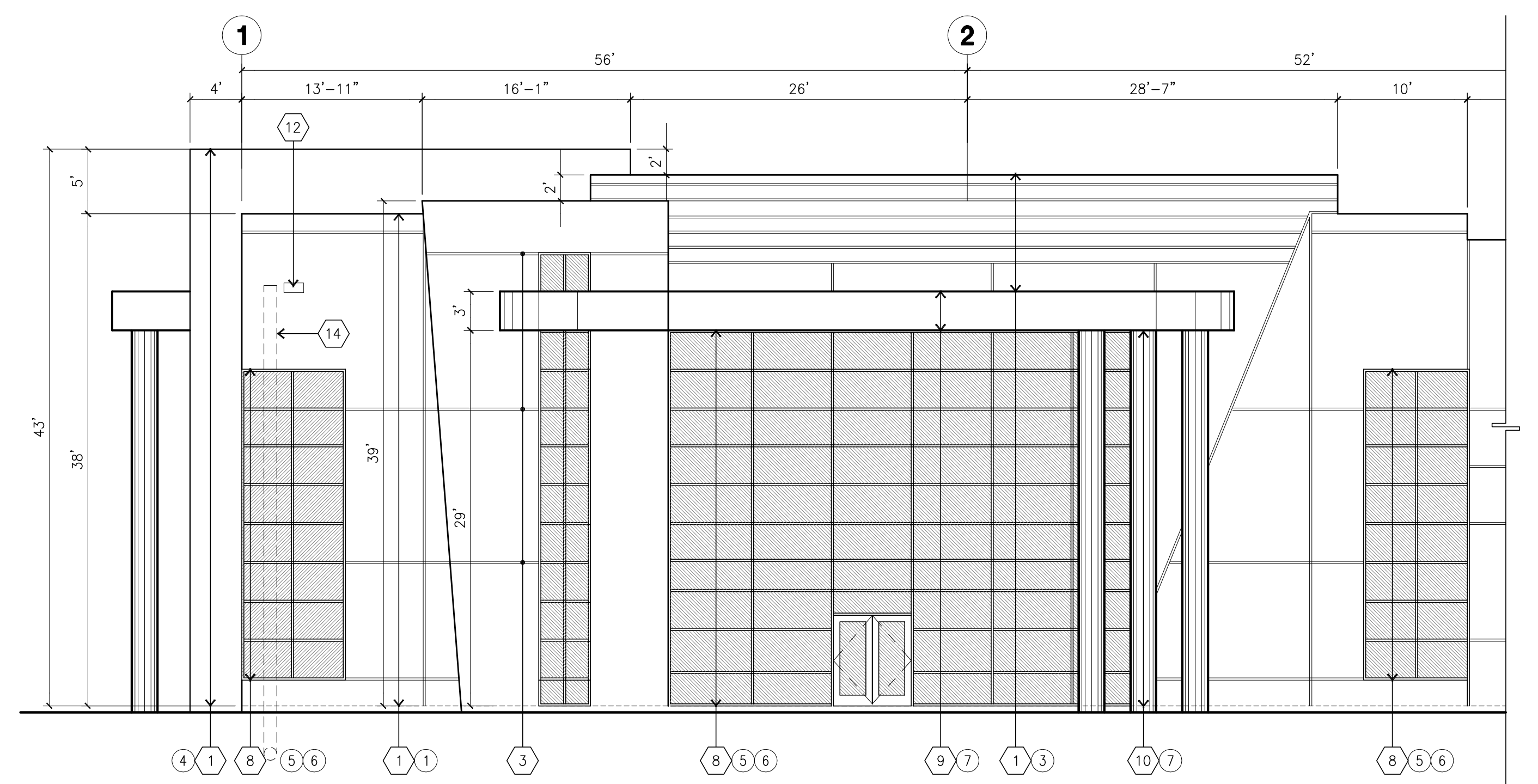
**SOUTH ELEVATION with SCREEN WALLS**  
scale: 1"=40'-0"



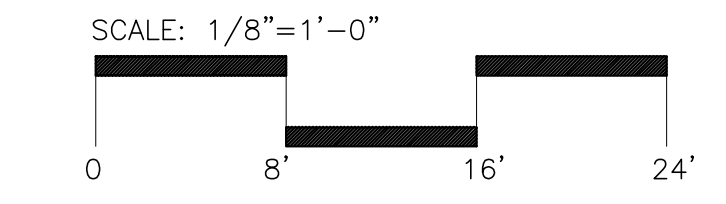
**NORTH ELEVATION - DETAIL ENLARGEMENT**  
scale: 1/8"=1'-0"



**WEST ELEVATION - DETAIL ENLARGEMENT**  
scale: 1/8"=1'-0"



**NORTH ELEVATION - ENTRY ENLARGEMENT**  
scale: 1/8"=1'-0"



**KEYNOTES - ELEVATION**

- 1 CONCRETE TILT-UP PANEL (PAINTED).
- 2 PANEL JOINT.
- 3 PANEL REVEAL.
- 4 HOLLOW METAL DOORS.
- 5 OVERHEAD DOOR @ DRIVE THRU.
- 6 OVERHEAD DOOR @ DOCK HIGH.
- 7 CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL.
- 8 ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
- 9 DECORATIVE CANOPY.
- 10 DECORATIVE COLUMN SUPPORT FOR CANOPY.

**GENERAL NOTES - ELEVATIONS**

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF PARAPET ELEVATION. F.F. = FINISH FLOOR ELEVATION.
- D. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST 105 MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- E. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- F. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
- G. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATHE.
- H. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
- J. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

**COLOR SCHEDULES - ELEVATIONS**

- 1 CONCRETE PANEL PAINT BRAND FRAZEE\_001\_WHITE
- 2 CONCRETE PANEL PAINT BRAND FRAZEE\_CL3171W\_SILVER\_LINING
- 3 CONCRETE PANEL PAINT BRAND FRAZEE\_CL3173M\_EXCALIBUR
- 4 CONCRETE PANEL PAINT BRAND FRAZEE\_CL2366A\_DEUCE
- 5 MULLIONS ALUMINUM CLEAR ANODIZED
- 6 GLAZING COLOR BLUE\_REFLECTIVE
- 7 CANOPY PAINT BRAND FRAZEE\_PRECISION\_COATINGS\_INC. SILVER\_MIST\_METALLIC\_FLAT

**GLAZING LEGEND**

- SPANDREL GLASS
- VISION GLASS
- TEMPERED SPANDREL GLASS
- TEMPERED VISION GLASS

**ELEVATIONS**  
CASE NUMBER: PA08-0097/0098  
MARCH 24, 2009

**WestRidge**  
Commerce Center  
MORENO VALLEY, CALIFORNIA

**RIDGE PROPERTY TRUST**  
EXCEPTIONAL RESULTS...WITHOUT EXCEPTION

NOVEMBER 5, 2010

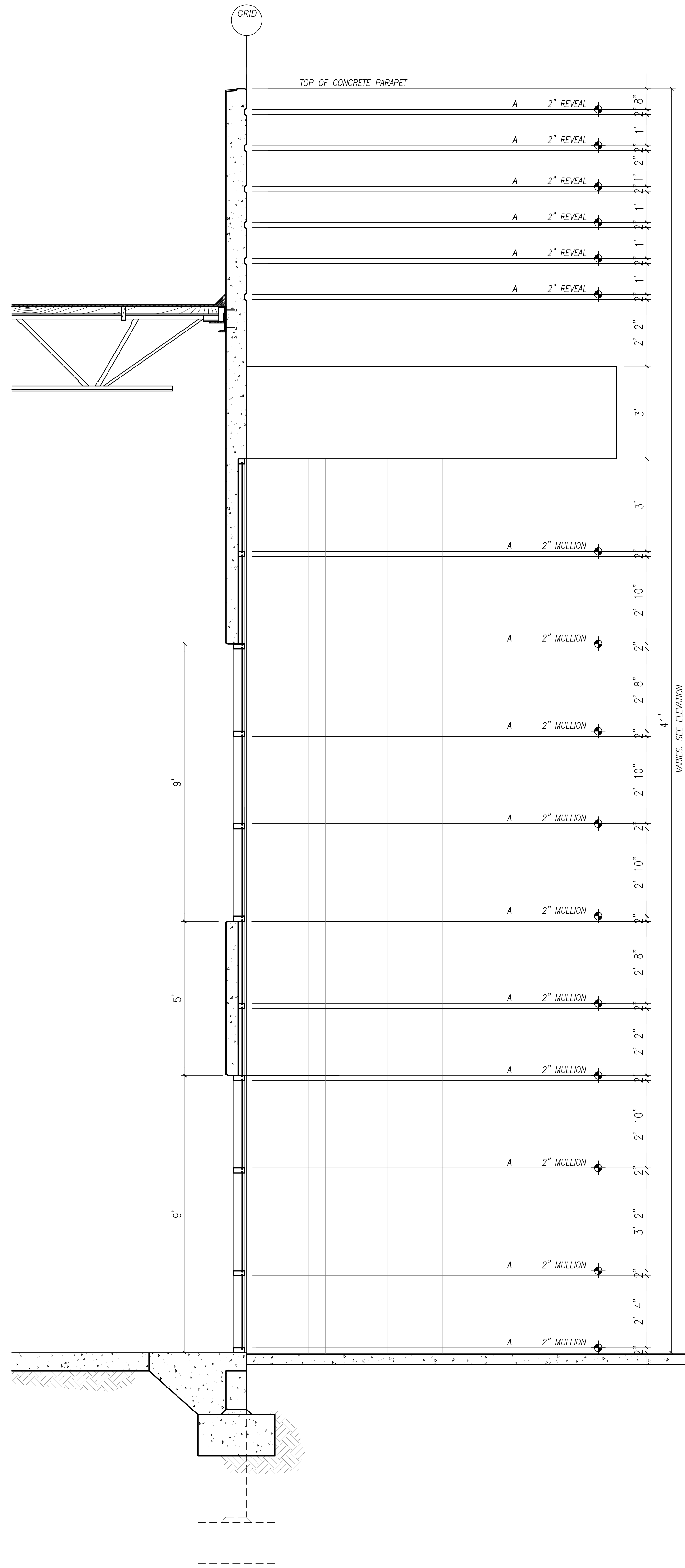
**HPA, INC.**  
18831 BARDEEN AVENUE, IRVINE, CA 92612  
(949) 863-1770

**A3.1**

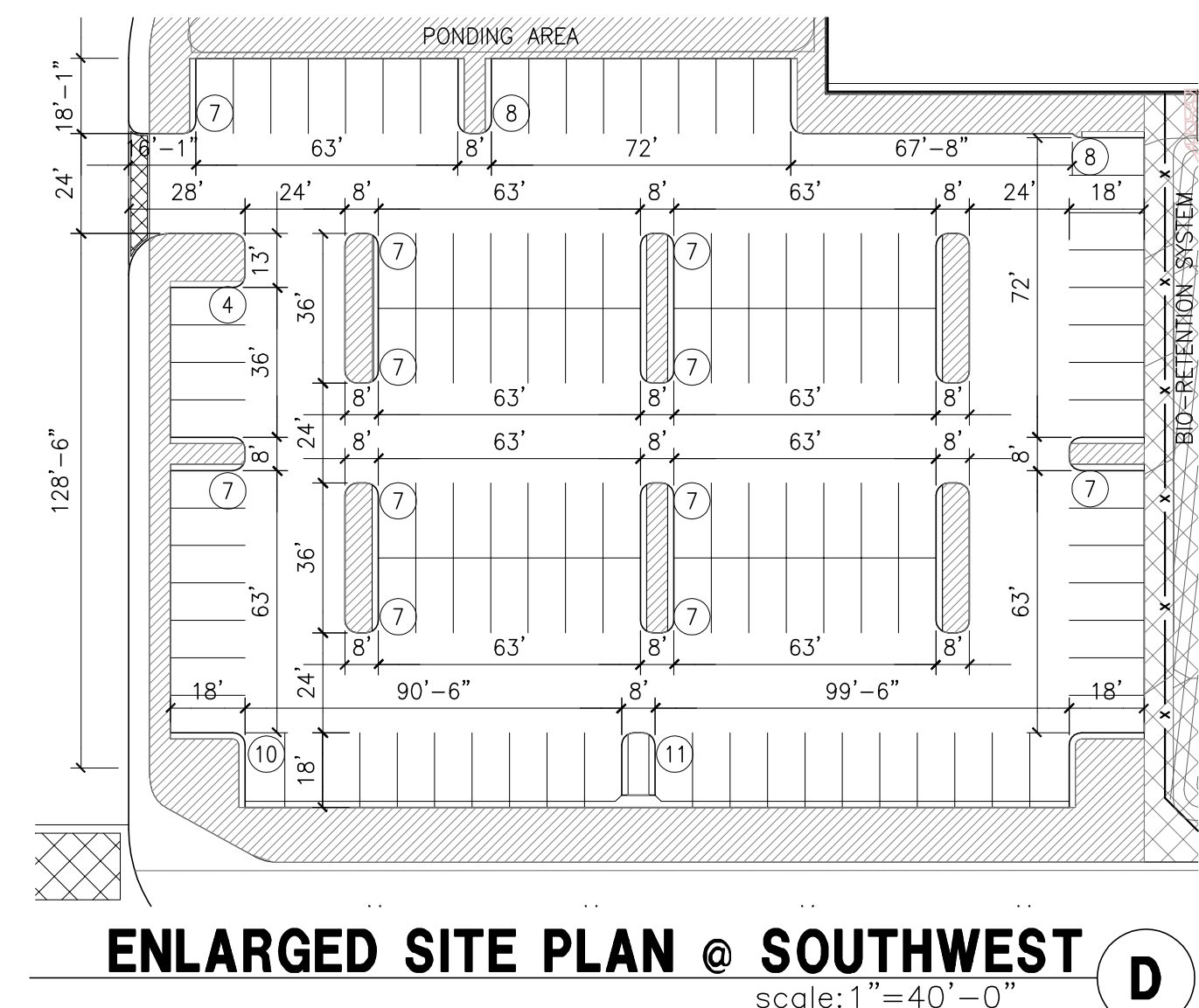


# WestRidge Commerce Center

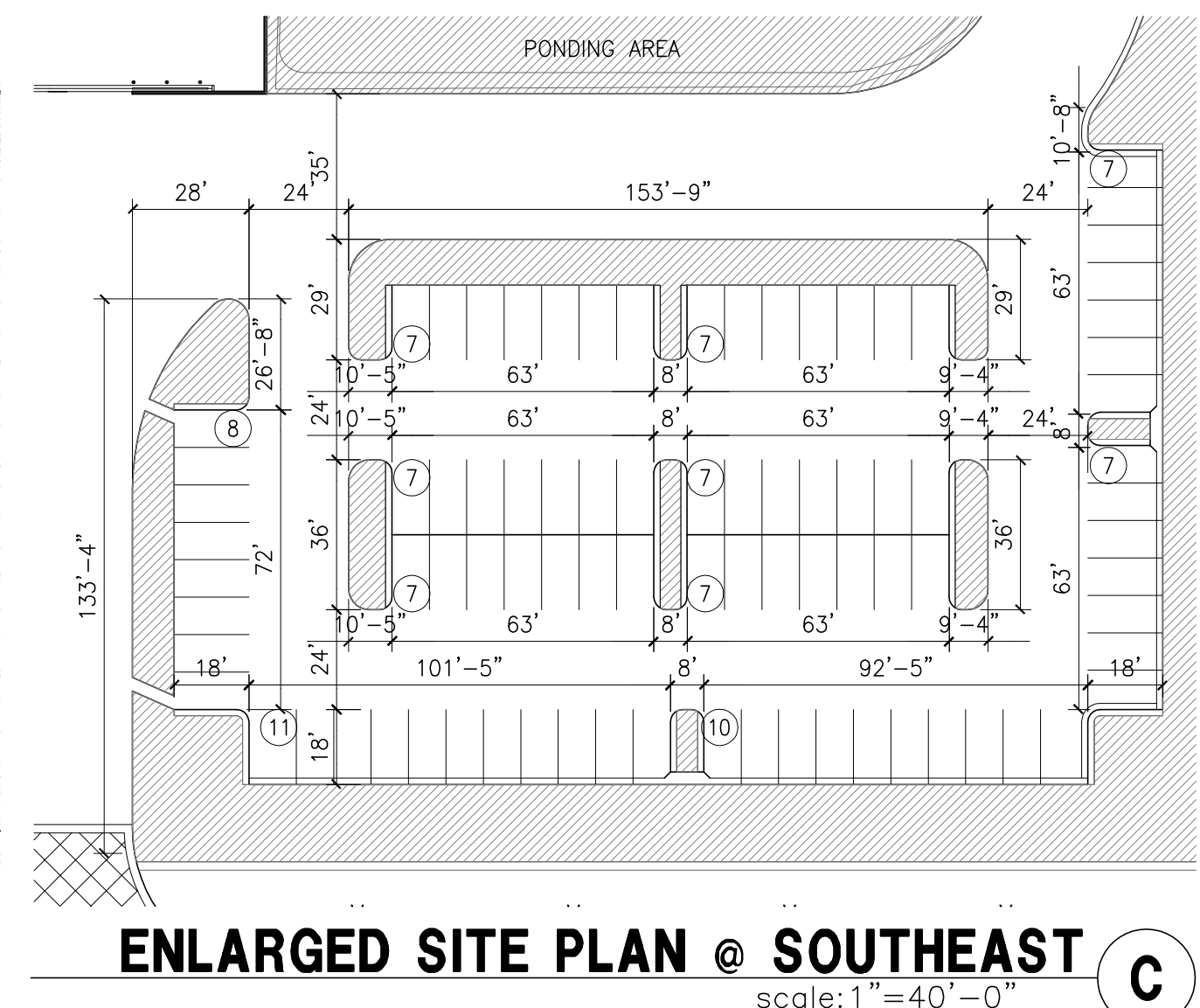
Moreno Valley, California  
Attachment 5



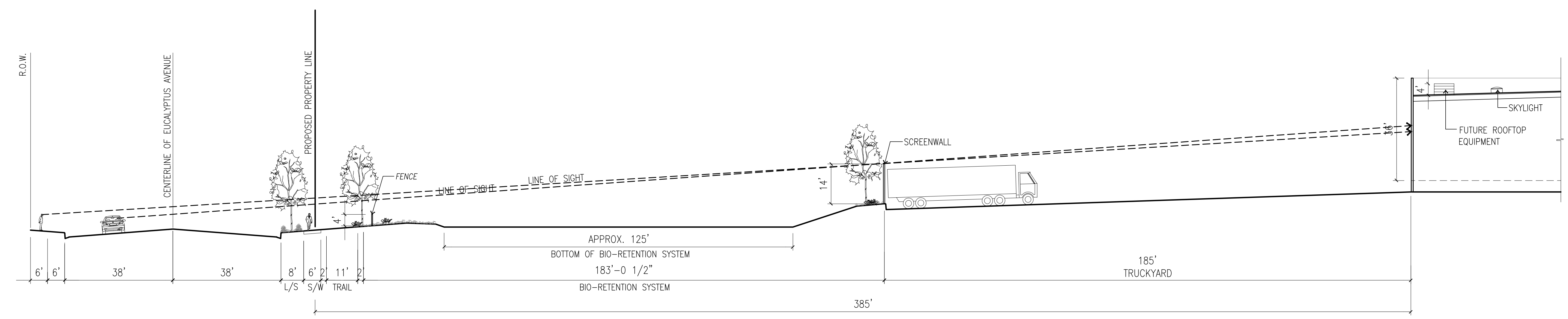
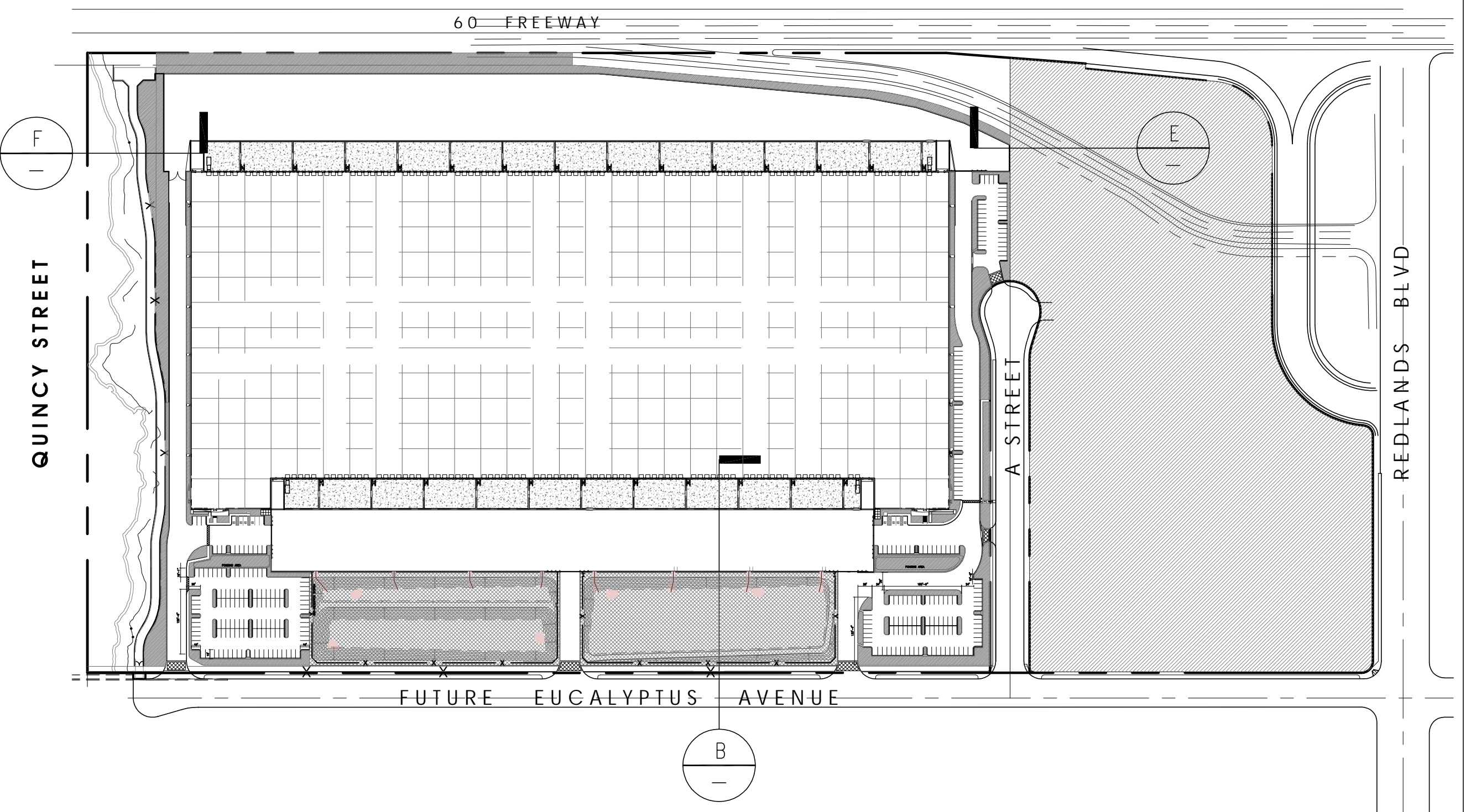
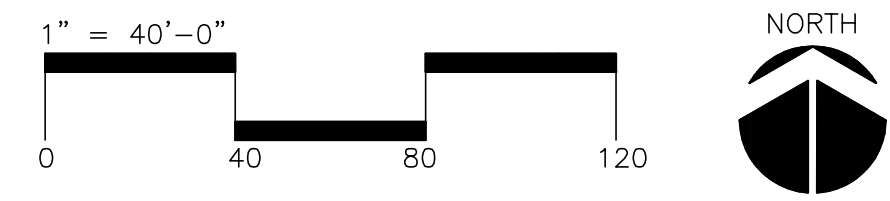
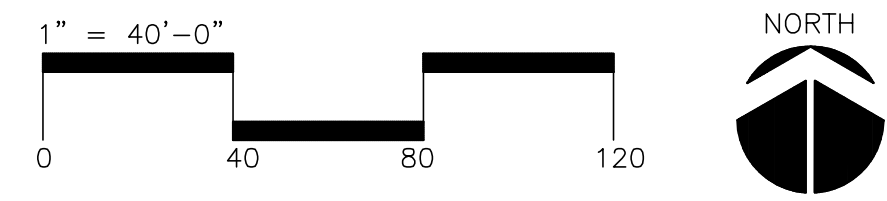
**BUILDING SECTION @ OFFICE AREA** A  
scale: 1/2" = 1'-0"



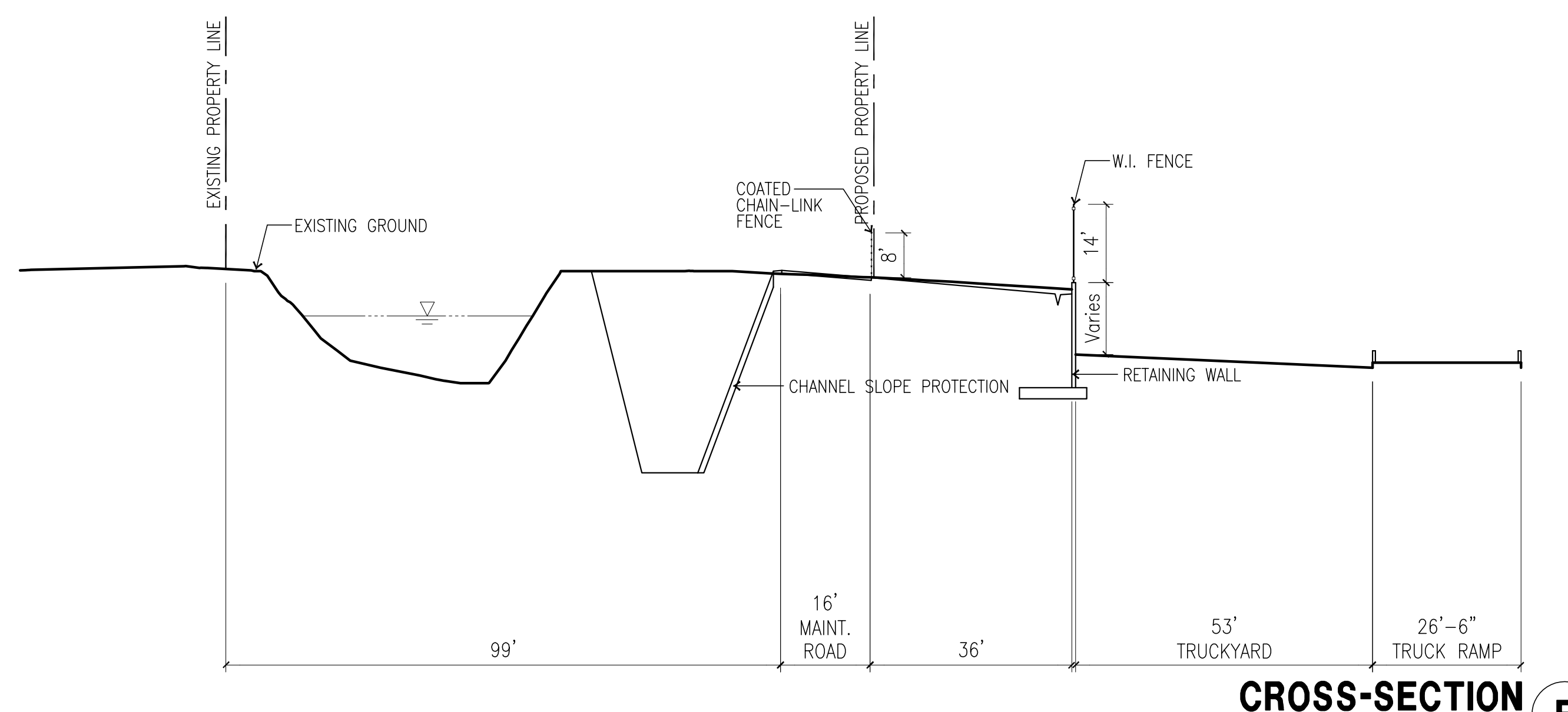
**ENLARGED SITE PLAN @ SOUTHWEST** D  
scale: 1" = 40'-0"



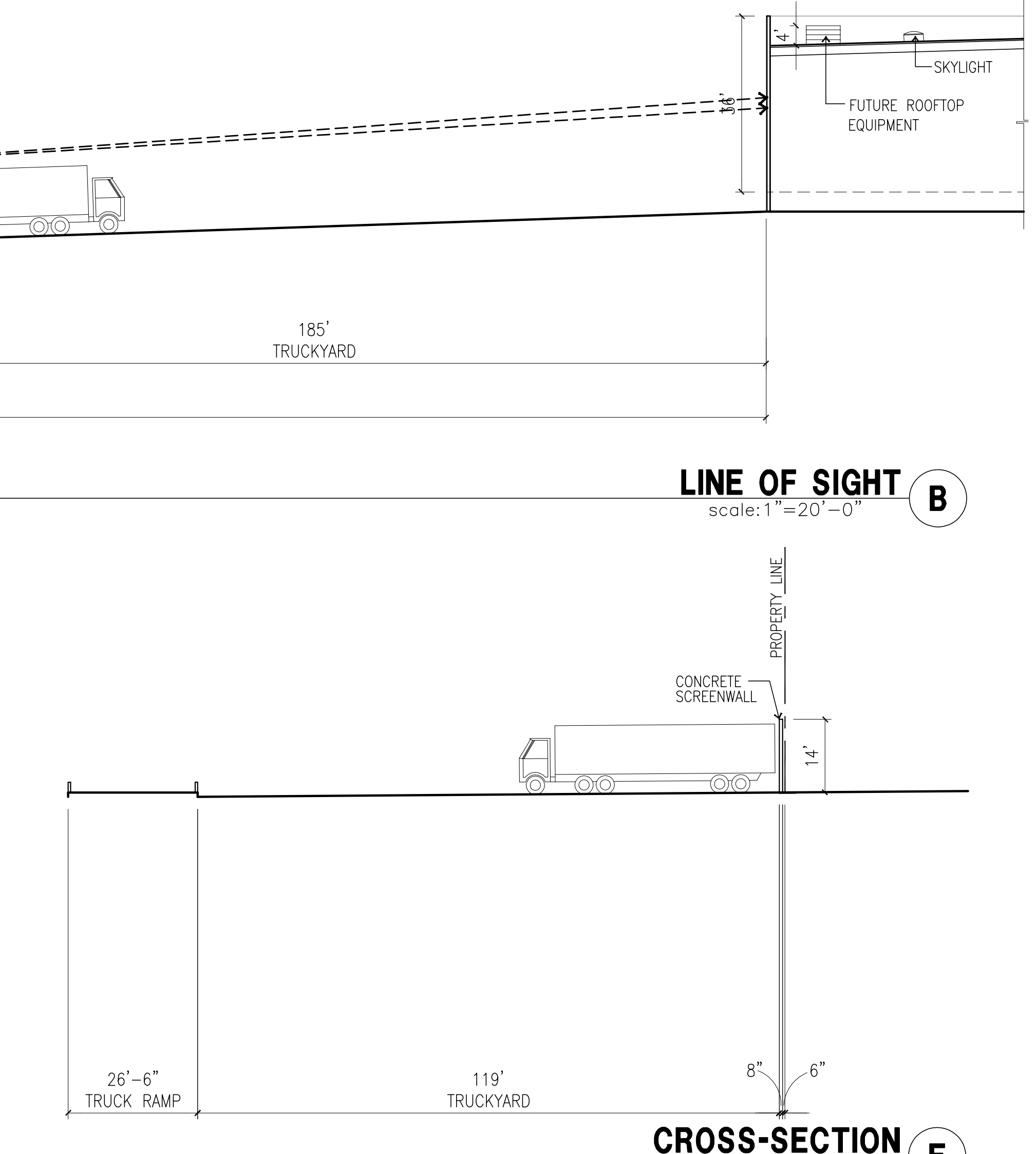
**ENLARGED SITE PLAN @ SOUTHEAST** C  
scale: 1" = 40'-0"



**LINE OF SIGHT** B  
scale: 1" = 20'-0"



**CROSS-SECTION** F  
scale: 1" = 20'-0"



**CROSS-SECTION** E  
scale: 1" = 20'-0"

60 FWY

INTERIM LANDSCAPE IN CALTRANS R/W

STREET

QUNICY

"A" STREET

PROPOSED BUILDING

OFFICE

OFFICE

WQMP BASIN

WQMP BASIN

FUTURE EUCALYPTUS AVENUE

West Ridge Commerce Center  
Moreno Valley, CA  
Ridge Property Trust



PLANT PALETTE

TREES

SYMBOL	TREE	SIZE	QUANTITY
	Cupressus sempervirens (Italian Cypress)	15 GAL	52
	Eucalyptus sideroxylon (Red Ironbark)	24" BOX	73
	Olea europaea (European Olive) Multi Trunk	48" BOX	15
	Pinus canariensis (Canary Island Pine) OR Pinus aldarica (Eldarica Pine)	15 GAL 24" BOX	138 138
	Platanus acerifolia 'Bloodgood' (London Plane Sycamore) (Proposed Street Tree)	24" BOX	13
	Platanus racemosa (California Sycamore)	15 Gal.	122
	Pistachia chinensis (Chinese Pistache) (Proposed Street Tree)	24" BOX	21
	Quercus virginiana (Southern Live Oak)	24" BOX	29
	Rhus lancea (African Sumac)	15 Gal.	27

ROOT BARRIER NOTE

ALL TREES WITHIN 10' OF HARDSCAPE SHALL BE IN A SHAWTOWN ROOT BARRIER 24" HIGH

SHRUBS

PLANT NAME	SIZE	SPACING
Abelia grandiflora 'Ed Goucher' (N/C/N)	5 gallon	36" o.c. spacing
Acacia californica (Killee Acacia)	5 gallon	5' o.c. spacing
Agapanthus africanus (Lily of the Nile)	1 gallon	12" o.c. to 24" o.c. spacing
Agave americana (Century Plant)	5 & 15 gallon	5' o.c. spacing
Agave attenuata (Fountain Agave)	5 gallon	4' o.c. spacing
Aloe Species	5 gallon	3' o.c. spacing
Argemone flexuosus (Kangaroo Paw)	5 gallon	3' o.c. spacing
Arbutus unedo (Strawberry Tree)	5 gallon	5' o.c. spacing
Callistemon Species (Bottlebrush)	5 gallon	3'-6" o.c. spacing
Calliandra californica (Baja Fairy Duster)	5 gallon	3'-6" o.c. spacing
Cassia Artemisioides (Festive Cassia)	5 gallon	4' o.c. spacing
Citrus Species (Rockrose)	5 gallon	4' o.c. spacing
Cotoneaster Species (Cotoneaster)	5 gallon	4'-5" o.c. spacing
Dielsia virgata (Fortnight Lily)	5 gallon	4'-5" o.c. spacing
Dodonaea viscosa 'Purpurea' (Hopseed Bush)	5 gallon	5'-6" o.c. spacing
Elaeagnus pungens (Silverberry)	5 gallon	4'-5" o.c. spacing
Ficus sellowiana (Pineapple Guava)	5 & 15 gallon	5'-6" o.c. spacing
Grevillea Species (Grevillea)	5 gallon	4'-5" o.c. spacing
Hesperaloe parviflora (Red Yucca)	5 & 15 gallon	3'-4" o.c. spacing
Juniperus species (Juniper)	1 and 5 gallon	varies
Lavandula species (Lavender)	1 and 5 gallon	24" o.c. to 36" o.c. spacing
Leptospermum scoparium 'Ruby Glow'	5 gallon	4' o.c. spacing
Leucophyllum fulvescens 'Green Glow'	5 gallon	4'-5" o.c. spacing
Leucosiphon (Texas Ranger)	5 gallon	24" o.c. spacing
Ligustrum lucidum (Hick-Leaf Privet)	5 gallon	24" o.c. spacing
Miscanthus transmontanus (Evergreen Maiden Grass)	5 gallon	24" o.c. spacing
Miscanthus variegatus (N.C.N.)	5 gallon	24" o.c. spacing
Muhlenbergia capillaris (Pink Muhly Grass)	5 gallon	24" o.c. spacing
Myrica communis Species (True Myrtle)	5 gallon	36" o.c. spacing
Nandina species (Heavenly Bamboo)	5 gallon	24"-36" o.c. spacing
Photinia fraseri (Red Tipped Photinia)	5 gallon	4'-5" o.c. spacing
Philadelphus tomentosus	5 gallon	4'-5" o.c. spacing
Raphiolepis species (Indian Hawthorne)	5 gallon	4'-5" o.c. spacing
Rhamnus californica (Coffeeberry)	5 gallon	4'-5" o.c. spacing
Rosa species (Rose)	5 gallon	varies
Rosemarinus species (Rosemary)	1 & 5 gallon	24"-36" o.c. spacing
Salvia greggii (Autumn Sage)	5 gallon	3' o.c. spacing
Westringia frutescens (Coast Rosemary)	5 gallon	4'-5" o.c. spacing
Xylosma congestum (Shiny Xylosma)	5 gallon	4'-5" o.c. spacing

GROUNDCOVERS

PLANT NAME	SIZE	SPACING
Acacia species (N/C/N)	1 and 5 gallon	48" o.c. spacing min.
Baccharis pilularis (Coyote Bush)	1 gallon	36" o.c. spacing min.
Citrus Sunset (Rockrose)	5 gallon	48" o.c. spacing min.
Cotoneaster dammeri (Bearberry Cotoneaster)	1 gallon	24" o.c. spacing min.
Hemerocallis species (Day Lily)	1 gallon	24" o.c. spacing
Juniperus species (Juniper)	1 gallon	36" o.c. spacing
Lonicera japonica 'Halliana'	Flats and 1 gallon	18" o.c. spacing
Hall's Honeysuckle	1 gallon	24"-48" o.c. spacing
Myoporum species (Myoporum)	1 gallon	48" o.c. spacing
Myrica communis Species (True Myrtle)	1 gallon	48" o.c. spacing
Rosemarinus officinalis prostratus (Rosemary)	1 gallon	30" o.c. spacing
Trachelospermum jasminoides (Star Jasmine)	Flats and 1 gallon	18" o.c. spacing

INTERIM LANDSCAPE WITHIN CALTRANS R/W: PLANT 1 GAL. ACACIA REDOLENS 10' O.C. WITH 3" THICK LAYER SHREDDED MULCH. PLANTS TO BE IRRIGATED WITH DRIP IRRIGATION.

BIOSWALE MIX: AVAILABLE FROM SANDERS HYDROSEEDING, INC.

4 LBS./JAC	AGROSTIS PALLENS
5 LBS./JAC	NASSELLA CERNUA
5 LBS./JAC	MUHLENBERGIA RIGENS
3 LBS./JAC	HORDEUM DEPRESSUM
2 LBS./JAC	MELICA IMPERFECTA
5 LBS./JAC	VULPIA MICROSTACHYS
2 LBS./JAC	MUHLENBERGIA MICROSPERMA

VINES FOR SCREENWALLS

SYMBOL	PLANT NAME	SIZE	SPACING
	Ficus repens (Creeping fig)	1 gallon	10' o.c. spacing
	Mastodyena unguis-cati (Catsfoot)	1 gallon	10' o.c. spacing

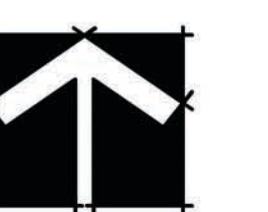
VINES FOR W.I. FENCING AROUND BASIN

SYMBOL	PLANT NAME	SIZE	SPACING
	Dioscorea Buccinatoria (Blood Red Trumpet Vine)	5 gallon	8' o.c. spacing

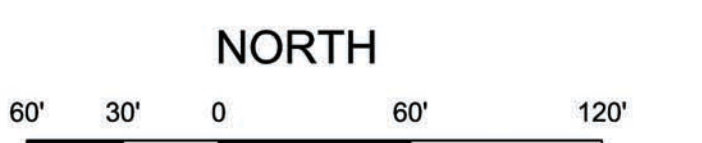
NOTE: VINES ARE REQUIRED ON ALL SCREENWALLS & W.I. FENCING AROUND BASIN

MULCH NOTE

ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF COVER MULCH AVAILABLE FROM EARTHWORKS (951) 270-0088



PRELIMINARY  
LANDSCAPE  
PLAN



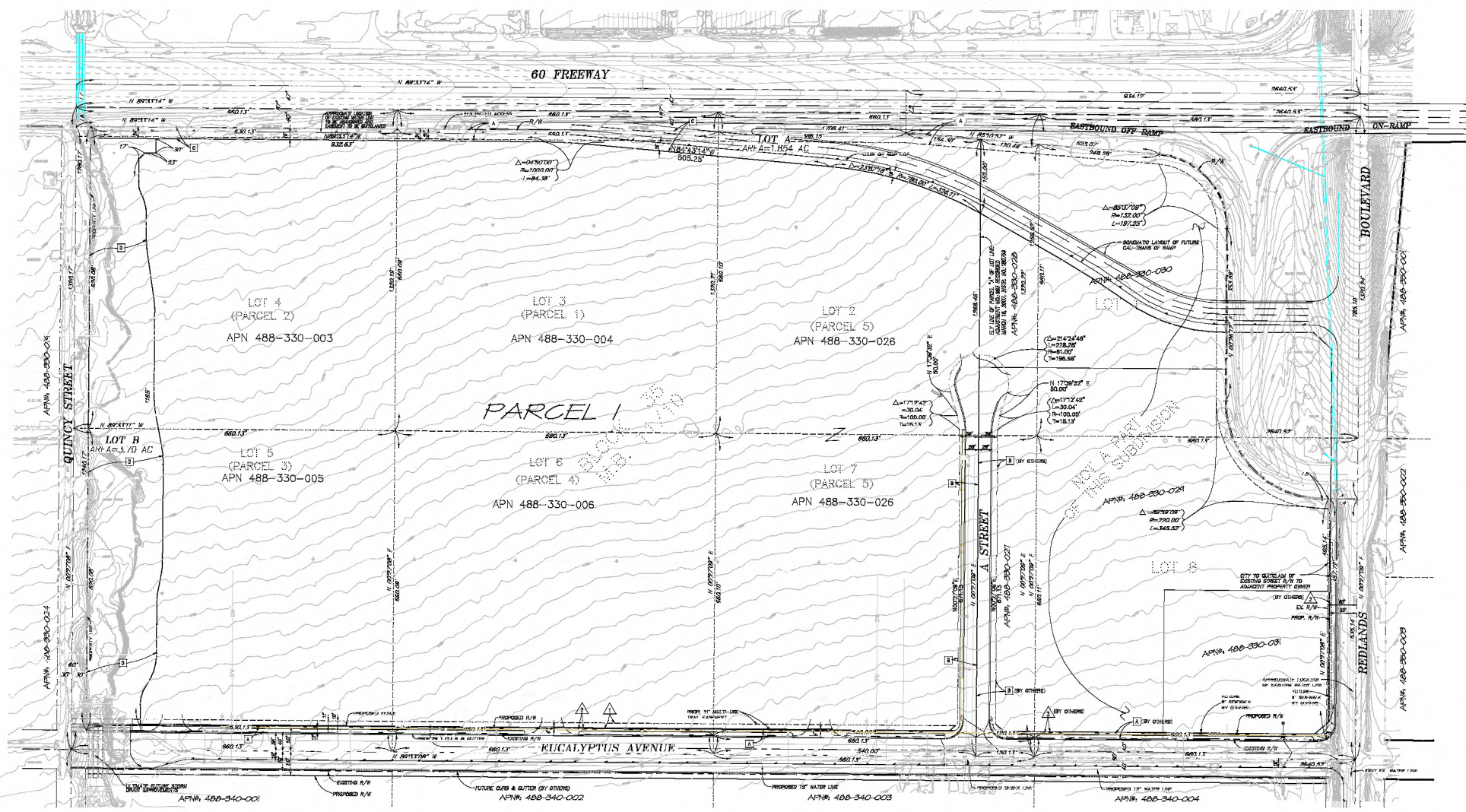
SCALE: 1" = 60' - 0"  
SHEET L-1  
DATE: 6-9-10

# TENTATIVE PARCEL MAP NO. 36207

IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PORTIONS OF LOTS 2, 3, 4, 5, 6 & 7 INCLUSIVE, BLOCK 35, OF MAP NO. 1 OF BEAR VALLEY AND ALESSANDRO DEVELOPMENT COMPANY, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11 PAGE 10, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF RIVERSIDE.

HUITT-ZOLLARS  
NOVEMBER, 2010



### GENERAL NOTES

- EXISTING LAND USE: VACANT
- ADJACENT LAND USE: INDUSTRIAL/MULTI FAMILY TO THE WEST, AGRICULTURE TO THE SOUTH, OFFICE TO THE NORTH AND COMMERCIAL TO THE EAST
- MINIMUM LOT SIZE: 1 ACRE
- EXISTING ZONING: BY PROPOSED ZONING L1
- FLOOD ZONE X PANEL NO. 0608007600 MAP REVISED AUGUST 26, 2008
- PROPOSED LAND USE: LIGHT INDUSTRIAL / WAREHOUSE DISTRIBUTION
- PROPOSED WATER SERVICE WILL BE PROVIDED BY: EASTERN MUNICIPAL WATER DISTRICT.
- PROPOSED SEWER SERVICE WILL BE PROVIDED BY: EASTERN MUNICIPAL WATER DISTRICT.
- ALL UTILITIES SHALL BE UNDERGROUND:  
GAS: SOUTHERN CALIFORNIA GAS COMPANY  
ELECTRIC: CITY OF MORENO VALLEY ELECTRICAL UTILITY  
TELEPHONE: VERIZON TELEPHONE COMPANY
- ALL SLOPES SHALL BE CONSTRUCTED AT A MAXIMUM RATIO OF 2:1 UNLESS OTHERWISE INDICATED
- ALL STREETS WILL BE CONSTRUCTED PER CITY OF MORENO VALLEY STANDARDS.
- AERIAL TOPOGRAPHY PROVIDED BY: DIGITAL MAPPING, INC.
- ANY PUBLIC EASEMENT TO BE ABANDONED SHALL BE DONE ON THE PARCEL MAP.
- AREA=51.888 ACRES

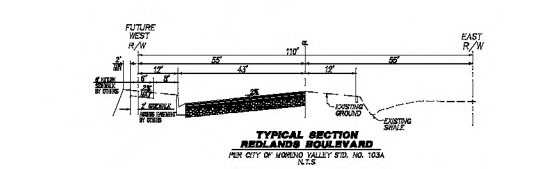
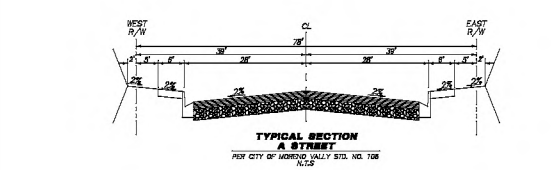
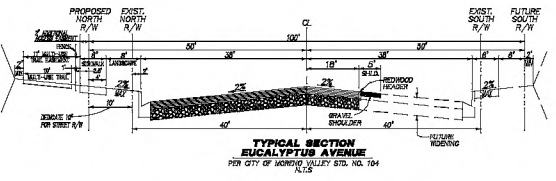
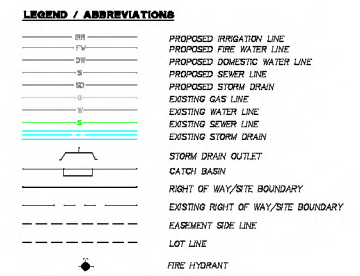
PREPARED FOR OWNER/DEVELOPER  
**RIDGE RANCHO BELAGO, LLC**  
201 COVINA AVENUE, SUITE B  
LONG BEACH, CA 90803  
PH: 562-806-3818  
FAX: 562-806-3800  
CONTACT: DENNIS ROSE

PREPARED IN THE OFFICE OF  
**HUITT-ZOLLARS, INC.**  
3890 CONCORDS, SUITE 450  
ONTARIO, CALIFORNIA 91764  
PHONE: (909) 941-7799

**UTILITY PROVIDERS**  
SEWER  
EASTERN MUNICIPAL WATER DISTRICT  
2270 TRUMBULE ROAD  
PERRIS, CA 92571  
(951) 828-3777  
GAS  
SOUTHERN CALIFORNIA GAS COMPANY  
26300 TRUMBULE RD, SC 8058  
ROWLANDIA, CA 92386  
(951) 335-7855

**LAND USE**  
BP ..... 51,888 ACRES  
**EARTHWORK**  
RAW CUT = 268,100 CY  
REF FILL = 98,400 CY  
FINAL FILL = 468,500 CY

**WATER**  
EASTERN MUNICIPAL WATER DISTRICT  
2270 TRUMBULE ROAD  
PERRIS, CA 92571  
(951) 828-3777  
**TELEPHONE**  
VERIZON  
1980 ORANGE TREE LANE, STE 100  
REDLANDS, CA 92374  
**ELECTRIC**  
MORNING VALLEY UTILITIES  
1477 FREDERICK ST  
MORNING VALLEY, CA 92552  
(951) 413-3488  
**CABLE - TV**  
ADELPHI COMMUNICATIONS  
1800 AUTO CENTER DR.  
ONTARIO, CA 91761  
(909) 975-4389



### EASEMENT NOTES

(A) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THEREAS AS GRANTED BY A DOCUMENT:  
GRANTED TO: EASTERN MUNICIPAL WATER DISTRICT  
PURPOSE: PIPELINES AND INCIDENTAL PURPOSES  
SEPTEMBER 16, 1963, INSTRUMENT NO. 87866, BOOK 3233, PAGE 196, OF OFFICIAL RECORDS.

### PROPOSED EASEMENT

(A) 11' EASEMENT FOR MULTI-USE TRAIL TO THE CITY OF MORENO VALLEY.  
(B) 2' EASEMENT FOR THE PURPOSE OF CONSTRUCTION AND ACCESS OF SIDEWALK TO THE CITY OF MORENO VALLEY.

### PROPOSED DEDICATION

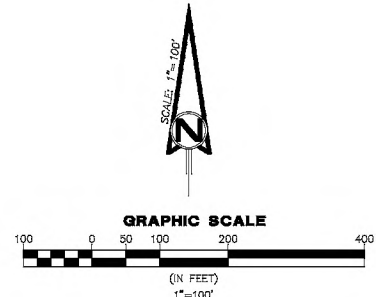
(A) DEDICATE 10' ADDITIONAL STREET RIGHT-OF-WAY TO THE CITY OF MORENO VALLEY.  
(B) DEDICATE 30' STREET RIGHT-OF-WAY TO THE CITY OF MORENO VALLEY.  
(C) LOT A, DEDICATE TO THE CITY OF MORENO VALLEY FOR FUTURE CALTRANS R/W.  
(D) LOT B, DEDICATE TO PROFC & WCD FOR QUINCY CHANNEL R/W. (PER SEPARATE INSTRUMENT).

**LINE DATA:**

LINE	BEARING	DISTANCE
L1	N 00°31'58" E	47.00'
L2	N 00°38'46" E	81.00'
L3	N 89°32'30" W	78.00'
L4	N 89°32'30" W	65.00'
L5	N 89°32'30" W	12.00'
L6	N 00°31'58" E	40.00'
L7	N 00°31'58" E	47.00'

**PARCEL SUMMARY TABLE**

PARCEL	AREA ACRES
LOT 1	6.88 ACRES
LOT 2	3.00 ACRES



### LEGAL DESCRIPTIONS:

THE DESCRIPTIONS SHOWN BELOW HAVE BEEN EXTRACTED FROM A PRELIMINARY TITLE REPORTS PREPARED BY CHICAGO TITLE COMPANY ORDER NO. 07-8800381-A-BL, EFFECTIVE DATE: MAY 31, 2007, AND HAVE NOT BEEN PREPARED BY THE SURVEYOR OF RECORDS. REFERENCE IS MADE TO SAID PRELIMINARY TITLE REPORTS FOR A TRUE COPY.

**PARCEL 1:**  
LOT 3, BLOCK 35 OF MAP NO. 1 OF BEAR VALLEY AND ALESSANDRO DEVELOPMENT COMPANY, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 10 OF MAPS, TOGETHER WITH THE EAST ONE-HALF OF QUINCY STREET, WITHIN SAID BLOCK, LYING WESTERLY AND ADJACENT TO SAID LOT 4, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION GRANTED TO THE STATE OF CALIFORNIA BY DEED RECORDED DECEMBER 27, 1962, IN BOOK 3286, PAGE 196 OF OFFICIAL RECORDS.

**PARCEL 2:**  
LOT 4, BLOCK 35 OF MAP NO. 1 OF BEAR VALLEY AND ALESSANDRO DEVELOPMENT COMPANY, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 10 OF MAPS, TOGETHER WITH THE EAST ONE-HALF OF QUINCY STREET, WITHIN SAID BLOCK, LYING WESTERLY AND ADJACENT TO SAID LOT 4, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION GRANTED TO THE STATE OF CALIFORNIA BY DEED RECORDED DECEMBER 27, 1962, IN BOOK 3286, PAGE 196 OF OFFICIAL RECORDS.

**PARCEL 3:**  
LOT 5, BLOCK 35 OF MAP NO. 1 OF BEAR VALLEY AND ALESSANDRO DEVELOPMENT COMPANY, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 10 OF MAPS, TOGETHER WITH THE EAST ONE-HALF OF QUINCY STREET, WITHIN SAID BLOCK, LYING WESTERLY AND ADJACENT TO SAID LOT 4, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION GRANTED TO THE STATE OF CALIFORNIA BY DEED RECORDED DECEMBER 27, 1962, IN BOOK 3286, PAGE 196 OF OFFICIAL RECORDS.

**PARCEL 4:**  
LOT 6, BLOCK 35 OF MAP NO. 1 OF BEAR VALLEY AND ALESSANDRO DEVELOPMENT COMPANY, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 10 OF MAPS, TOGETHER WITH THE NORTH ONE-HALF OF FIR AVENUE, LYING SOUTHERLY AND ADJACENT TO SAID LOT 6, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

**PARCEL 5:**  
A PORTION OF LOTS 2 AND 7 BLOCK 35 OF MAP NO. 1 BEAR VALLEY AND ALESSANDRO DEVELOPMENT CO., IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 10 OF MAPS, TOGETHER WITH THE NORTH ONE-HALF OF FIR AVENUE, LYING SOUTHERLY AND ADJACENT TO SAID LOT 6, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

CITY CASE NO. PA08-0022

**HUITT-ZOLLARS**  
HUITT-ZOLLARS, INC.  
3890 CONCORDS STREET, SUITE 450 • ONTARIO, CALIFORNIA 91764 • (909) 941-7799

DESIGNED BY: R.B.S.  
DRAWN BY: H-Z STAFF  
CHECKED BY: R.B.S.  
DATE: 11-03-10

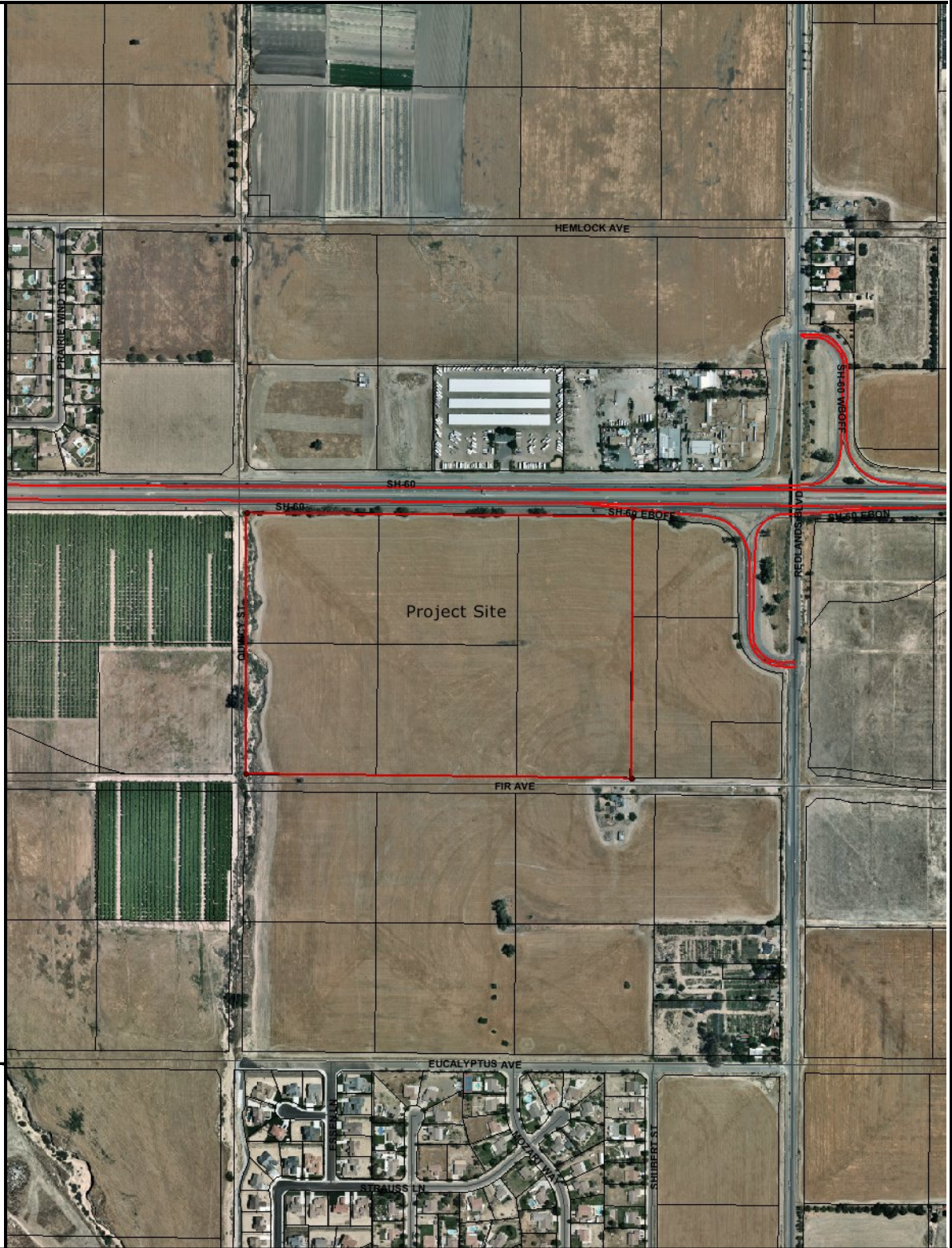
SHEET 1 OF 1  
SHEETS

JOB NO. 11-0318-01

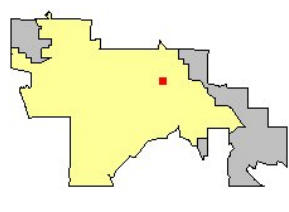
# West Ridge Commerce Center Project

## Legend

-  Highways
-  Parcels
-  Roads
-  March Installation Area
-  Waterbodies
-  Sphere of Influence
-  Ortho Photography
- City Boundaries**
-  Calimesa
-  Moreno Valley
-  Perris
-  Riverside

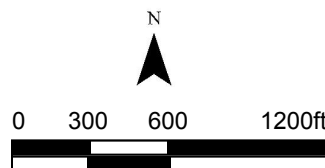


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City of Moreno Valley  
 14177 Frederick St  
 Moreno Valley, CA 92553

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**South Coast  
Air Quality Management District**

21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • www.aqmd.gov

E-Mailed: December 10, 2010  
jeffreyb@moval.org

December 10, 2010

Mr. Jeff Bradshaw  
City of Moreno Valley  
Community Development Department  
14177 Frederick Street  
Moreno Valley, CA 92553

**Review of the Draft Environmental Impact Report (Draft EIR) for the  
Proposed West Ridge Commerce Center Project**

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document, including with an extended review period. The following comments are meant as guidance for the lead agency and should be incorporated into the final Environmental Impact Report (final EIR) as appropriate.

Based on a review of the draft EIR the AQMD staff is concerned about the significant regional and localized air quality impacts from the proposed project. In addition, AQMD staff is concerned that the health risks are underestimated in the draft EIR due to calculation errors and the use of low trip generation rates. Given the project's close proximity to sensitive land uses and the significant air quality impacts demonstrated in the air quality analysis, the AQMD staff strongly recommends that the lead agency provide additional mitigation measures to minimize the air quality impacts from the proposed project.

AQMD staff is available to work with the lead agency to address these air quality issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

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Mr. Jeff Bradshaw

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Sincerely,

A handwritten signature in black ink that reads "Ian V. MacMillan". The signature is written in a cursive style with a large, stylized 'I' and 'M'.

Ian MacMillan  
Program Supervisor, CEQA Inter-Governmental Review  
Planning, Rule Development & Area Sources

Attachment

IM:DG

SBC101021-01  
Control Number

1. Health Risk Assessment Emission Calculations

The Health Risk Assessment (HRA) prepared in the Draft EIR relies on emission rates calculated for each roadway segment serving the project. These emission rates are based on heavy duty diesel truck emission factors derived from EMFAC software and are input into the dispersion model after adjusting for the number of trucks using each roadway link. However, the emission calculations provided in the Draft EIR use a unitary truck traffic rate of one vehicle per hour for each roadway link serving the project site. This unitary trip rate does not appear to be adjusted upward prior to deriving the health risk values. As several hundred heavy duty diesel trucks will use each roadway link, the health risk values appear to be substantially underestimated, perhaps by more than one order of magnitude.

AQMD-2

In addition, the emission rate calculated for the idling area sources onsite appear to be miscalculated. For example, the idling mitigated emission rate of 6.459 E-6 grams per second does not include the total number of trucks idling per day, it does not include the emissions from onsite truck travel, and it includes one too many conversions of seconds to hours. If the calculation is corrected, the idling emission rate should be approximately 30 times higher at 1.952 E-4 grams per second (assuming half of the trucks use each area source). AQMD staff strongly recommends that the lead agency revisit the emissions calculations and rerun the dispersion model to derive more accurate health risk estimates. If health risks are found to be significant after revising the analysis, mitigation measures should be pursued that would reduce any health risk to a less than significant level (see comment #3 below).

AQMD-3

2. Warehouse Trip Rates

As stated on page 51 of the Traffic Impact Analysis prepared for the Draft EIR, the trip generation rates are “hybrid rates” based on two recent traffic studies of high-cube warehouses conducted in the Inland Empire region. The final rate used in the Draft EIR is 1.69 trips per thousand square feet of warehouse space. AQMD staff has recently researched the referenced trip generation studies and others and has concluded that the average trip rates presented in these studies may be underestimated due to the inclusion of potentially vacant warehouses, warehouses served by rail, and the use of average trip rates. In order to provide a reasonable worst case analysis of potential air quality impacts, AQMD staff calculated and recommends that lead agencies utilize a 95<sup>th</sup> percentile trip generation rate of 2.59 trips per thousand square feet for individual warehouse projects that are not directly serviced by rail lines. The fleet mix described in the Fontana Truck Trip Generation Study is appropriate to determine the proportion of heavy duty vehicles servicing the project.

AQMD-4

3. Regional and Localized Operational Air Quality Impacts

Given the project’s significant regional and localized operational air quality impacts from VOC, NOX, PM10 and PM 2.5 emissions the AQMD staff strongly recommends adding

AQMD-5

the following mitigation measures to minimize potentially significant air quality impacts from the operational phase of the project, if feasible:

- Restrict operation to “clean” trucks by implementing a program requiring the use of 2010 and newer diesel haul trucks,<sup>1</sup>
- If trucks older than 2007 model year will be used at the facility, within one year of signing a lease, require tenants of the project to apply in good faith for diesel truck replacement/retrofit grant programs such as those offered by AQMD or ARB and to use those funds if awarded,
- Prohibit siting any new sensitive land uses within 1,000 feet of the warehouse/distribution center,
- Design the warehouse/distribution center such that entrances and exits discourage trucks from traversing past neighbors or other sensitive receptors,
- Develop, adopt and enforce truck routes both in an out of city and in and out of facilities,
- Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas,
- Identify or develop secure locations outside of residential neighborhoods where truckers that live in the community can park their truck, such as a Park & Ride,
- Re-route truck traffic by adding direct off-ramps for the truck or by restricting truck traffic on certain sensitive routes,
- Require or provide incentives for particulate traps that meet CARB certified level 3 requirements,
- Electrify all service equipment at the facility, and
- Improve traffic flow by signal synchronization.

#### 4. Regional and Localized Construction Air Quality Impacts

Given that the lead agency’s construction air quality analysis demonstrates significant air quality impacts from VOC, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions the AQMD staff recommends that the lead agency provide additional mitigation pursuant to CEQA Guidelines §15370. Specifically, AQMD staff recommends that the lead agency minimize or eliminate significant adverse air quality impacts by adding the mitigation measures provided below.

- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow,
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM<sub>10</sub> generation,
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site,

<sup>1</sup> An example clean truck program for a similar project approved by another lead agency can be found here (beginning on page 183 of 254):

<http://www.ci.banning.ca.us/archives/30/July%202013,%202010%20City%20Council%20Agenda.pdf>

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- Reroute construction trucks away from congested streets or sensitive receptor areas, and
- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks, soil export).

Further, AQMD staff recommends that the lead agency revise Mitigation Measure 4.3.5 as follows:

- All off-road construction equipment shall be electrified. In the event that the use of electric off-road equipment is not feasible the operator shall ensure that any diesel powered off-road equipment meets EPA Tier 2 or higher emissions standards according to the following:
  - ✓ *April 1, 2010, to December 31, 2011:* All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
  - ✓ *January 1, 2012, to December 31, 2014:* All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
  - ✓ *Post-January 1, 2015:* All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

Also, the lead agency should consider encouraging construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program accelerates clean up of off-road diesel vehicles, such as heavy duty construction

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cont'd.

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equipment. More information on this program can be found at the following website:  
<http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>

↑ AQMD-6  
cont'd.

## SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Letter Dated December 10, 2010

### Response AQMD-1

The commentor provides introductory agency remarks, and expresses concern about significant Project-related localized and regional air quality impacts, and potential (DPM-source) health risks. The commentor alleges errors in the EIR's air quality modeling, which are further detailed in the District's specific comments on the following pages. Responses to specific issues are addressed below at Responses AQMD-2 to AQMD-7. AQMD suggests that additional mitigation be incorporated in the EIR as means of reducing significant air quality impacts.

The comments provided by AQMD were submitted after the close of comments period, and while the Lead Agency may elect to respond to late comments, no response is required, pursuant to Pub. Resources Code Section 21091, subd. (d)(2)(A); *CEQA Guidelines* § 15088, subd. (a). Notwithstanding, in order to provide clarification of baseline issues and assumptions; and in consideration of disclosure and ultimate mitigation of potentially significant impacts, responses to AQMD's comments are provided herein. Feasible mitigation offered by AQMD has been incorporated.

### Response AQMD-2

This comment appears to incorrectly interpret the Project's Health Risk Assessment (HRA) data and modeling (DEIR Appendix C, Project HRA), with resulting erroneous conclusions. The Unitary truck traffic rate cited by the commentor was used only in deriving the model input value in grams per second per truck (per day). As reflected in the ISCST3 model output summary sheets, the ISCST3's Model Scalar Option was enabled and hourly truck rates were adjusted upward accordingly (DEIR Appendix C, Project HRA, Attachment A). Additionally, the "Hourly Trucks.xls" file that was previously provided to AQMD by Urban Crossroads, preparer of the Project's Air

Quality Analysis, provides a breakdown of the hourly trucks as they are input in the model's scalar option. The EIR conclusions and results are not affected.

### Response AQMD-3

This comment appears to incorrectly interpret the Project emission rate calculations and modeling, with resulting erroneous conclusions. As noted in the preceding Response AQMD-2, the ISCST3's Model Scalar Option was enabled, and hourly truck values were entered accordingly. The emissions from on-site truck travel are included as multiple volume sources in the model and therefore do not need to be included in the area source algorithm.

Additionally, the "Model Emission Rate" provided as 6.459E-06 is representative of grams per second per truck (per day), and is input into the model as a unitized rate. The unitized rate is then adjusted upward based on the model's scalar option. Based on a thorough review, as detailed here, this calculation does not need to be corrected. The vehicle idling time is presented in seconds and the idling rate from EMFAC is in grams per hour. Therefore, the first conversion is to identify the grams per hour a given truck would emit during idle events. This is achieved by first converting the idling time from seconds to hours. In this case, for mitigated emissions, 180 seconds is divided by 3,600 seconds (60 minutes per hour x 60 seconds per minute). The next step is to multiply the resulting value by the EMFAC grams per hour rate, which provides an emission factor in grams per hour for a given truck per day. In order to input this value into the model as a unitized rate, this value is then converted from grams per hour for a given truck per day to grams per second for a given truck per day. This is achieved by taking the grams per hour rate and dividing by 3,600 seconds per hour, which yields the resulting 6.459E-06 grams per second rate that is modeled. Please refer also the DEIR Appendix C, Project HRA, Attachment A-ISCST3 Summary Output, Attachment B-Emissions Rate and Risk Calculations. The EIR conclusions and results are not affected.



#### Response AQMD-4

AQMD offers alternative trip generation rates for use in the Draft EIR. AQMD cites its own research and conclusions.

Notwithstanding AQMD suggested trip generation rates, trip generation rates and vehicle mix employed in the Draft EIR are supported by definitive studies of high-cube warehouse trip generation characteristics (*City of Fontana Truck Trip Generation Study*, and *San Bernardino/Riverside County Warehouse/Distribution Center Vehicle Trip Generation Study*). Both of these studies are available through Lead Agency (a copy of each is available at the Planning Department). The trip generation rates and ranges from these studies were used to define the trip rate employed in the DEIR. This same rate is employed in analyses for similar projects in the City, and is considered by the Lead Agency to be appropriate and accurate. Relevant discussion from the Draft EIR is excerpted below:

Trip generation characteristics of the Project were derived from studies which reflect the trip generation rates of warehouse facilities storing and transporting international goods imported into the country from the Ports of Los Angeles and Long Beach. These include the *City of Fontana Truck Trip Generation Study* commissioned in 2003 (Fontana Study), and the updated 2007 *National Association of Industrial and Office Properties (NAIOP) Trip Generation Study*. The NAIOP Study included data collected from 13 locations within Riverside County, and provides trip generation rates that are use-specific to warehouse distribution projects such as that proposed by the Project. The recent date and geographic orientation of the Study contribute further to its utility and applicability in estimating the likely trip generation characteristics of the Westridge Commerce Center Project. Using data from the NAIOP Study, the City's Transportation Department approved the use of "hybrid" trip generation rates for the Project's trip generation forecast . . . (Draft EIR Page 4.2-17).

The trip generation rates provided by AQMD are noted; however, no revisions to the trip generation rates employed in the Draft EIR are proposed, nor are any required.

Response AQMD-5

AQMD states, “given the project’s significant regional and localized operational air quality impacts from VOC, NOX, PM<sub>10</sub> and PM<sub>2.5</sub> emissions the AQMD staff strongly recommends adding the following mitigation measures to minimize potentially significant air quality impacts from the operational phase of the project, if feasible . . .”

Each of the measures suggested by AQMD are addressed in the following table, and have either been incorporated, or determined infeasible, not applicable, and/or replicate existing requirements, as indicated in the remarks below. The State Legislature has defined “feasible,” for purposes of CEQA review, as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” [Public Resources Code Division 13, Chapter 2.5. Definitions, Subd. 21061.1.] In those instances where additional mitigation has been incorporated or mitigation has been revised, incremental reduction in impacts may be realized. However, results and conclusions of the EIR are not affected. That is, impacts that were previously determined to be less-than-significant remain less-than-significant; and impacts that were previously determined to be significant remain significant.

AQMD-Suggested Measures	Remarks
<b>Operational-source Emissions</b>	
<p>Restrict operation to “clean” trucks by implementing a program requiring the use of 2010 and newer diesel haul trucks (AQMD offers citation of an example clean truck program at [the following website]:  <a href="http://www.ci.banning.ca.us/archives/30/July%202013,%202010%20City%20Council%20Agenda.pdf">http://www.ci.banning.ca.us/archives/30/July%202013,%202010%20City%20Council%20Agenda.pdf</a>.</p> <p>If trucks older than 2007 model year will be used at the facility, within one year of signing a lease, require tenants of the project to apply in good faith for diesel truck replacement/retrofit grant programs such as those offered by AQMD or ARB and to use those funds if awarded.</p>	<p><b>Incorporated.</b> Mitigation Measure 4.3.13 has been revised to incorporate the following requirement (please refer to Final EIR Section 4.0).</p> <ul style="list-style-type: none"> <li>• <i>Lease/purchase documents shall identify that tenants are encouraged to provide incentives to use of fleet vehicles conforming to 2010 air quality standards or better.</i></li> <li>• <i>If trucks older than 2007 model year will be used at the facility, within one year of signing a lease, tenants of the project shall apply in good faith for diesel truck replacement/retrofit grant programs such as those offered by AQMD or ARB, and shall use those funds if awarded.</i></li> </ul>
<p>Prohibit siting any new sensitive land uses within 1,000 feet of the warehouse/distribution center.</p>	<p><b>Infeasible.</b> Development of the Project is consistent with City General Plan Land Use designations, and the General Plan currently includes residential land uses within 1,000 feet (0.19 miles) of the Project site. Moreover, as supported by the EIR analysis, the 250-foot setback separating Project warehouse activity areas from the nearest residential property reduces localized operational emissions impacts to levels that are less-than-significant. The measure suggested by AQMD is not capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental and technological factors and is therefore infeasible.</p>
<p>Design the warehouse/distribution center such that entrances and exits discourage trucks from traversing past neighbors or other sensitive receptors.</p>	<p><b>Not Required.</b> There are no significant and/or unmitigable operational air pollutant emissions impacts related to or resulting from the site plan configuration. As noted above, the 250-foot setback separating Project warehouse activity areas from the nearest residential property reduces localized operational emissions impacts to levels that are less-than-significant. It is further noted that the access concept proposed by the Project has been reviewed and preliminarily approved by the Lead Agency. The measure suggested by AQMD is not necessary.</p>

AQMD-Suggested Measures	Remarks
Develop, adopt and enforce truck routes both in an[d] out of city and in and out of facilities.	<b>Replicates existing requirements.</b> Designated truck routes exist within the City. As noted in the City’s General Plan, “Chapter 12.36 of the City Municipal Code regulates the travel and access of trucks on the City road system, and designates official truck routes. Designated truck routes change over time as new arterials are built, and commercial and industrial projects are completed.” [City of Moreno Valley General Plan Circulation Element, Page 5-4.] The Applicant will comply with all designated truck route regulations and ordinances, both in and out of the City. Compliance with existing regulations and ordinances does not constitute mitigation.
Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas,	<b>Replicates existing requirements.</b> Truck routes are marked by the City consistent with City sign regulations. The Applicant will comply with all City sign regulations and ordinances. Compliance with existing regulations and ordinances does not constitute mitigation.
Identify or develop secure locations outside of residential neighborhoods where truckers that live in the community can park their truck, such as a Park & Ride.	<b>Replicates existing Project design.</b> Adequate, secure parking areas are provided onsite for the use of Project-related trucks. No off-site parking is required or proposed.
Re-route truck traffic by adding direct off-ramps for the truck or by restricting truck traffic on certain sensitive routes.	<b>Infeasible.</b> Current location of the Project adjacent to the SR-60 minimizes non-freeway truck travel, and minimizes travel along residential streets. Addition of direct SR-60 off-ramps for trucks access the Project site is contrary to reasoned freeway design which by its nature limits freeway access and exit points. Within the State, Caltrans ultimately determines freeway access and exit locations and related ramp designs. The proposed measure would result in potentially significant and increased jurisdictional, traffic/circulation, and land use impacts when compared to the Project. Further, the suggested measure is not capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors, and is therefore infeasible. The Applicant will comply with designated truck routes reducing truck traffic along sensitive routes.
Require or provide incentives for particulate traps that meet CARB certified level 3 requirements.	<b>Replicates existing requirements.</b> As a matter of California law, all on-road vehicles, whether or not they are used for the Project, are required to meet California Air Resources Board (CARB) emissions standards. Moreover, future tenancy of the Project is not yet known, and that trucks using the facility may include independent truckers. There is no feasible enforcement mechanism by which the operator of the facility could meaningfully enforce pollution control equipment requirements above and beyond state law requirements.

<b>AQMD-Suggested Measures</b>	<b>Remarks</b>
<p>Electrify all service equipment at the facility.</p>	<p><b>Incorporated.</b> Mitigation Measure 4.3.8 has been revised to incorporate the following requirement:</p> <ul style="list-style-type: none"> <li>• <i>All service equipment used during construction and in subsequent operation of the Project shall be electric or natural gas powered.</i></li> </ul> <p>Similar to use of electrical equipment, use of natural gas equipment alternatively allowed under this mitigation measure acts to generally reduce localized criteria pollutant emissions. Natural gas equipment may in some cases be the only available alternative to diesel/gasoline powered equipment.</p> <p>Further, Mitigation Measure 4.3.13 has been revised to incorporate the following requirements (please refer to Final EIR Section 4.0).</p> <p><i>Lease/purchase documents shall identify that tenants are encouraged to provide incentives to realize the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Use of electrical equipment (instead of gasoline-powered equipment) for landscape maintenance; and</i></li> <li>• <i>Use of electric (instead of diesel or gasoline-powered) yard trucks.</i></li> </ul>
<p>Improve traffic flow by signal synchronization.</p>	<p><b>Replicates existing requirements.</b> Signal synchronization is currently administered by the City. Modification of signal synchronization (if required) based on additional Project traffic will be accomplished by the City based on observed traffic conditions.</p>
<p><b>Construction-source Emissions</b></p>	
<p>Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.</p>	<p><b>Replicates existing requirements.</b> Construction traffic management is a standing City requirement as discussed in the Draft EIR. "It is also recognized that temporary and short-term traffic detours and traffic disruption will result during Project construction activities. These impacts are adequately addressed through the preparation and submittal of a construction area traffic management plan as required by the City Engineer. The required construction area traffic management plan will identify traffic control for any street closure, detour, or other disruption to traffic circulation. The plan also identifies construction vehicle access routes, hours of construction traffic, traffic controls and detours" (Draft EIR Page 4.2-85).</p>

AQMD-Suggested Measures	Remarks
<p>Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM<sub>10</sub> generation.</p>	<p><b>Incorporated.</b> The following new mitigation measure has been created, and will be included in the Mitigation Monitoring Plan (please refer to Final EIR Section 4.0).</p> <p><i>4.3.9 Throughout Project construction, a construction relations officer/community liaison, appointed by the Applicant, shall be retained on-site. In coordination and cooperation with the City, the construction relations officer/community liaison shall respond to any concerns related to PM<sub>10</sub> (fugitive dust) generation or other construction-related air quality issues.</i></p>
<p>Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.</p>	<p><b>Replicates existing requirements.</b> Construction traffic management is a standing City requirement as discussed in the Draft EIR. The City, as one element of the required construction area traffic management plan will determine if and where dedicated turn lanes for construction equipment and trucks are required. Please refer to the preceding construction traffic management remarks.</p>
<p>Reroute construction trucks away from congested streets or sensitive receptor areas.</p>	<p><b>Replicates existing requirements.</b> Construction traffic management is a standing City requirement as discussed in the Draft EIR. The City, as one element of the required construction area traffic management plan will determine appropriate construction truck routes. Please refer to the preceding construction traffic management remarks.</p>
<p>Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks, soil export).</p>	<p><b>Otherwise Addressed.</b> Contractors will employ available equipment to include any 2010 and newer vehicles. Restricting the pool of suitable diesel haul trucks solely to model years 2010 or newer unreasonably limits the pool of available contractors and equipment. Moreover, there is no demonstrated nexus between construction model-year requirements and potential reductions in air quality impacts. Arguably, meaningful reductions in air pollutant emissions are achieved as much or more through efficient and appropriate operation of equipment as required herein (see for example Mitigation Measure 4.3.2: <i>The contractor shall minimize pollutant emissions by maintaining equipment engines in good condition and in proper tune according to manufacturer's specifications and during smog season (May through October) by not allowing construction equipment to be left idling for more than five minutes (per California law).</i> Further, all equipment (regardless of model-year) is required to comply with applicable CARB emissions standards, the appropriate gauge for emissions levels.</p>

AQMD-Suggested Measures	Remarks
<p>All off-road construction equipment shall be electrified. In the event that the use of electric off-road equipment is not feasible the operator shall ensure that any diesel powered off-road equipment meets EPA Tier 2 or higher emissions standards.</p>	<p><b>Incorporated.</b> Electric construction equipment is not commonly or widely available or used in Southern California. Requiring sole use of electric construction equipment would effectively preclude participation by most, if not all, locally-based construction contractors. This would act to unnecessarily exclude otherwise qualified contractors, restrict the pool of available construction resources, increase costs through diminished competition. Mitigation Measure 4.3.8 has been revised to incorporate the following requirement(please refer to Final EIR Section 4.0):</p> <ul style="list-style-type: none"> <li>• <i>Use electric construction equipment where feasible.</i></li> </ul>

Response AQMD-6

AQMD suggests that the Lead Agency consider encouraging construction contractors to apply for SCAQMD Surplus Off-Road Opt-In for NOx (SOON) program funds.

- The following notation (incorporated at Mitigation Measure 4.3.9), shall appear on all construction document and plans:

*Contractors are encouraged to apply for funding/assistance under the AQMD SOON program.*

See also [www.aqmd.gov/tao/Implementation/SOONProgram.htm](http://www.aqmd.gov/tao/Implementation/SOONProgram.htm)

AQMD contact information is noted.

From: Tom Hyatt [cdftom@aol.com]  
Sent: Friday, December 10, 2010 9:18 PM  
To: Jeffrey Bradshaw  
Cc: Deanna Reeder  
Subject: Warehouse

My neighbors and I oppose this project. After having the Mega Sketchers warehouse shoved down our throats by a corrupt developer and a city council that will flip their skirt up for him without question, we are vehemently against more unchecked commercial development. The City Council went to the trouble to re-name this end of the city "Rancho Belago", claiming it would be the upscale end of town yet they approve these ugly polluting warehouses when the zoning should be for 1/2 to 1 acre lots and upscale retail etc... How about a nice softball and swimming sports complex??? why don't you go lease/ purchase some of the vacant warehouse space that can't even be filled in the south end of town?? How many diesel truck trips will this project generate on top of the Super Walmart and Sketchers projects already do??? Can't wait to see the cumulative air pollution totals!

TH-1

Signed,

Tom H.  
Moreno valley Citizen



TOM HYATT

Email Dated December 10, 2010

Response TH-1

The commentor states his opposition to the Project, presents his opinion regarding recent unrelated project approvals in the area, and suggests a “nice softball and swimming sports complex” be developed on-site. These opinions are acknowledged.

The basis for the commentor’s statement that “the zoning should be for ½ to 1 acre lots and upscale retail, etc.” is unclear. The existing zoning for the site is Business Park, which allows the types of uses proposed by the Project; however, would not allow for buildings of the size proposed by the Project. For this reason, the Project has requested a change of zone to Light Industrial. The Draft EIR addresses the proposed zone change and Municipal Code amendment as part of the Land Use analysis (please refer to Draft EIR Pages 4.1-20 through 4.1-23). Specifically, the following discussion appears in regard to this topic.

The Project proposes a change of zone from Business Park to Light Industrial, and the City General Plan envisions and allows for extensive implementation of either or both types of land uses along the southerly edge of SR-60 as it traverses the City. While both types of uses (business park and/or light industrial, including distribution warehouse uses) are provided for under the General Plan, the site’s current Business Park zoning designation does not permit these uses within single structures of more than 50,000 square feet. The Light Industrial zone designation requested by the Applicant does permit single structures of more than 50,000 square feet. The impetus of the zone change requested by the Project Applicant is to therefore to allow for construction of a single warehouse use greater than 50,000 square feet in size.

The commentor suggests locating the Project in another area of the City. Several alternatives were analyzed as part of the Draft EIR, including, beginning on Draft EIR Page 5-37, alternative sites. As stated in Guidelines Section 15126.6, subd. (f)(1)(2)(A), the “key question and first step in [the] analysis [of alternative locations] is whether any of the significant effects of the project would be avoided or substantially lessened by putting the Project in another location.”

An alternative site within the City would be considered generally viable if it were located along a regional freeway transportation corridor or at a regional transportation hub; was also locally accessible; was underutilized and currently available; could be developed and operated in a manner that was compatible with other proximate land uses; and was provided, or could feasibly be provided, adequate serving utilities infrastructure. Also supporting location of the Project elsewhere, an Alternative Site should have an appropriate size and configuration (approximately 50 acres and roughly rectangular); and either exhibit appropriate General Plan and Zoning designations or could be feasibly so-designated.

Only locations that would avoid or substantially lessen significant effects of the Project need be considered. To this end, four (4) possible alternative sites were located, as follows:

- Alternative Site 1: 70 acres located between Perris Boulevard and Grove View Road, and south of Indian Avenue to the southern City limits (APNs 316-210-071, -073, -075 and -076);
- Alternative Site 2: 92 acres located between Heacock Street and Indian Street, south of Cardinal Avenue and north of San Michele Road (APNs 316-180-010, 316-170-001, -002, -004, -006, -007, -008, -010, -013, and -014);

- Alternative Site 3: 72 acres located west of Indian Street between Iris Avenue and Krameria Avenue (APNs 316-020-002, -003, -004, -005, -012, -013, -014, -015, -016, -017, -018 and -019); and
- Alternative Site 4: Approximately 69 acres located at the southeast corner of Heacock Street and Iris Avenue (APNs 316-020-001, -006, -007, -028, and -010).

Each of the four (4) sites is currently vacant; is more than 50 acres in size and of a roughly rectangular configuration; is zoned for industrial use; and is served adequately by nearby utilities and infrastructure. Further, Alternative Sites 1 through 4 are proximate to the I-215 regional transportation corridor, and are also locally accessible. Notwithstanding, these sites are all currently unavailable. Alternative Site 1 currently has applications under review for a 1.6 million s.f. warehouse distribution facility, while development plans have been submitted and approved for sites 2, 3 and 4.

Other potentially suitable and available properties are located easterly of the current Project site, along the SR-60 corridor. For the purposes of the Alternative Site analysis, the vacant property located southeasterly of the intersection of SR-60 at Theodore Street was selected for analysis, and is identified as Alternative Site 5 (shown in Figure 5.2-2 of the Draft EIR). This property exhibits an appropriate Business Park/Light Industrial General Plan Land Use designation; is of adequate size and is appropriately configured; and is provided access to regional and local roadways. Utilities and services are generally available to the site. The site appears to be available for purchase; however, it is not currently controlled by the Project Applicant, and a zone change from "Business Park" to "Light Industrial," would be required, similar to the change of zone requested by the Project.

Although development of the Project on Alternative Site 5 could achieve the Project's objectives, none of the Project's potentially significant impacts would be avoided or substantially reduced. Because Alternative Site 5 would not result in the avoidance or substantive reduction of Project-related impacts, this Alternative Site was also rejected from further consideration within the Draft EIR.

The commentor expresses concern regarding the cumulative traffic and air quality impacts of the Project when combined with other vicinity projects. As identified at Draft EIR Table 5.1-1, and illustrated in Figure 5.1-1, a number of current or anticipated "related projects" were identified within the cumulative scope of the Westridge Commerce Center Project. In total, 11 related projects were included within the Draft EIR cumulative analysis, including both projects referenced by the commentor ("Super Walmart and Sketchers[sic]").

In addition to the identified related projects, the cumulative impacts analysis assumed development of the area in a manner consistent with the City of Moreno Valley General Plan, and reflecting the anticipated growth of the region. The analysis of cumulative impacts considered potentially significant impacts that could be considered cumulatively considerable when viewed in the context of known related projects and generalized ambient growth of the City and region.

The commentor is referred to Table 4.2-6 of the Draft EIR for the specific trip generation of the Project. Additionally, Draft EIR Section 5.0 presents a detailed discussion of the cumulative impacts of the Project. Specifically, cumulative impacts related to traffic and circulation are discussed at Draft EIR Pages 5-7 through 5-12. Cumulative impacts related to air quality are discussed on Draft EIR Pages 5-12 through 5-14. Results and conclusions of the Draft EIR are not affected.



CITY OF MORENO VALLEY  
Community & Economic Development Department  
Planning Division

MEMORANDUM

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To: Vice Chair Baker and Members of the Planning Commission  
From: Mark Gross, AICP, Senior Planner  
Date: May 12, 2011  
Subject: Denial Resolution for PA10-0022 (Proposed Dark Sky Ordinance)

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On April 14, 2011, the Planning Commission conducted a public hearing on PA10-0022, a proposed dark sky lighting ordinance modifying various sections of the Municipal Code. By a vote of 7/0, the Commission recommended denial of a proposed dark sky lighting ordinance to the City Council.

Attached, is a resolution of denial reflecting the Planning Commissions decision on April 14<sup>th</sup>.

Approved by:   
John Terrell, AICP, Planning Official

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MG

Attachment

**PLANNING COMMISSION RESOLUTION NO. 2011-10**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY, CALIFORNIA RECOMMENDING DENIAL OF PA10-0022 TO THE CITY COUNCIL, WHICH POPOSES TO AMEND TITLE 9 OF THE MORENO VALLEY MUNICIPAL CODE, CHAPTER 9.08, SECTION 9.08.100 "LIGHTING" AND SECTION 9.08.190 "STREET LIGHTING", CHAPTER 9.16, ARTICLE IV APPLICATIONS FOR HILLSIDE DEVELOPMENT SECTION 9.16.235 "HILLSIDE DESIGN GUIDELINES", ARTICLE VI APPLICATIONS FOR LIGHTING AND SECTION 9.16.280, "GENERAL REQUIREMENTS" AND CHAPTER 9.15, SECTION 9.15.030 "DEFINITIONS" RELATING TO MODIFICATIONS OF GENERAL, STREET AND ATHLETIC FIELD/PARK LIGHTING WITH THE EMPHASIS OF DARK SKY STANDARDS CITYWIDE

**WHEREAS**, the City of Moreno Valley has filed an application for the approval of PA10-0022 citywide, as described in the title of this Resolution.

**WHEREAS**, on April 14, 2011, the Planning Commission of the City of Moreno Valley held a public hearing to consider the application. At said meeting, the Planning Commission by a vote of 7/0 did not recommend or recommended denial of the proposed dark sky ordinance to the City Council.

**WHEREAS**, on May 12, 2011, a resolution recommending denial of the dark sky ordinance to City Council was brought back to the Planning Commission for approval and signature.

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**WHEREAS**, there is hereby imposed on the subject development project certain fees, dedications, reservations and other exactions pursuant to state law and City ordinances;

**WHEREAS**, pursuant to Government Code Section 66020(d)(1), **NOTICE IS HEREBY GIVEN** that this project is subject to certain fees, dedications, reservations and other exactions as provided herein.

**NOW, THEREFORE, BE IT RESOLVED**, it is hereby found, determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

- A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

**ATTACHMENT 1**

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on April 14, 2011, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. **Conformance with General Plan Policies** – The proposed modifications to the Municipal Code may not be consistent with the General Plan, and its goals, objectives, policies and programs.

**FACT:** The citywide project consists of proposed modifications to existing lighting standards established in the City of Moreno Valley Municipal Code. Numerous sections of the Code have attempted to modify lighting for general site, athletic field and street lighting to provide further reduction of light spillover onto adjacent properties, a dark sky approach and a reduction of overall energy/electricity use. The proposed clarifications and modifications included within the Municipal Code amendment may not be consistent with, and in some instances may be in conflict with various goals, objectives, policies, and programs established within the General Plan. Particularly, Objective 2.10.8 of the General Plan indicating that on-site lighting should improve the visual identification of structures and Objective 6.9.2 where well-lighted entrances, walkways, and parking lots, street lighting in commercial/industrial areas and multiple-family residential areas are required to facilitate nighttime surveillance and discourage crime could have the potential to conflict with language included in the proposed dark sky lighting ordinance provisions.

2. **Conformance with Zoning Regulations** – The proposed modifications to the Municipal Code may not comply with all applicable zoning and other regulations.

**FACT:** The primary purpose of current lighting ordinance practices is to permit reasonable uses of outdoor lighting for nighttime safety, utility, and security. The amendments to include a dark sky ordinance to the Municipal Code are not consistent with applicable zoning standards and all other regulations within the Code for densely populated areas of the City. The potential exists where modified standards within the proposed dark sky ordinance and revisions to existing Municipal Code lighting standards would be intrusive to individual new residential and commercial/industrial projects and would have the potential to create reduced lighting conditions after a 10:00 p.m. curfew and within peripheries in parking lots which may lead to additional crime potential. The newly established language within the proposed Municipal Code amendment may not be compatible with the purpose and intent of Title 9, such as reducing and limiting lighting wattage in residential

areas and commercial/industrial parking lot peripheries and having the potential to reduce lighting and safety in non-residential areas past a 10:00 p.m. curfew established for new development.

3. **Health, Safety and Welfare** – The proposed modifications to the Municipal Code may be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

**FACT:** Although the modification and enhancement of existing Municipal Code general and design standards for on-site, recreation area and street lighting with an emphasis on maintaining dark night skies would have the potential to provide a positive environment for Moreno Valley’s future and allow for the preservation of night skies with the reduction of glare, light and overall energy consumption, it may also have the potential to cause unsafe areas, lower light levels in more highly populated areas with the implementation of a lighting curfew for non-residential uses after 10:00 p.m., and reduced lighting levels on the peripheries of public parking lots. In addition, some provisions of the dark sky amendment such as the night lighting curfew and light wattage requirements in residential areas may be difficult to enforce.

**BE IT FURTHER RESOLVED** that the Planning Commission **APPROVES** Resolution No. 2011-10, recognizing that any proposed amendment is exempt from the California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15061 of the CEQA Guidelines and **RECOMMENDS** to City Council the **DENIAL** of proposed Municipal Code amendments to Title 9, Chapter 9.08, Section 9.08.100, “Lighting”, Section 9.08.190, “Street Lighting”, Chapter 9.16 Article IV “Applications for Hillside Development”, Section 9.16.235 “Hillside Design Guidelines”, Article VI, Applications for Lighting, Section 9.16.280 “General Requirements”, and Chapter 9.15 Section 9.15.030, “Definitions” relating to dark sky provisions for general, athletic field/park and street lighting citywide.

**APPROVED** this 12<sup>th</sup> day of May, 2011.

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Ray Baker  
Vice-Chair, Planning Commission

ATTEST:

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John C. Terell, Planning Official  
Secretary to the Planning Commission

APPROVED AS TO FORM:

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City Attorney

ATTACHMENT 1