

REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Meniffee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

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

Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations. (AI 3)

C 2.2 Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development. (AI 3)

C 2.3 Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements. (AI 3)

C 2.4 The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.

C 2.5 The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.

C 2.6 ~~Accelerate the construction of transportation infrastructure in the Highway 79 corridor between Temecula, Hemet, San Jacinto, and Banning. The County of Riverside shall require that all new~~



To achieve the true intent of community center design, Level of Service designations are typically lower (LOS E) to minimize the impacts of accommodating uncongested roadways and to maximize pedestrian use. Higher level of service designations (LOS A, B, C) require wider road widths, and as a result, would create circulation systems that are more accommodating to automobiles than pedestrians.

~~development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities in the Highway 79 corridor to accelerate the usable revenue flow of existing funding programs, thus expediting the development of the transportation infrastructure.~~

The County of Riverside will within the Winchester Policy Area (WPA), of the Harvest Valley/Winchester Area Plan (HVWAP), accelerate the construction of VMT reducing infrastructure that will include but, not be limited to; a multi-modal transit center, park-and-ride facilities, and/or implement SCAG SB-375 Measures, Travel Demand Measures, VMT Bank/Exchange, and other VMT reducing measures as applicable. The County shall require that all new development projects within the HVWAP, reduce its VMT through project design, implementation of infrastructure improvements, and/or contribute to measures identified above.

C 2.7 ~~Maintain a program to reduce overall trip generation in the Highway 79 Policy Area (Figure C-2) by creating a trip cap on residential development within this policy area which would result in a net reduction in overall trip generation of 70,000 vehicle trip per day from that which would be anticipated from the General Plan Land Use designations as currently recommended. The policy would generally require all new residential developments proposals within the Highway 79 Policy Area to reduce trip generation proportionally, and require that residential projects demonstrate adequate transportation infrastructure capacity to accommodate the added growth.~~

County of Riverside will maintain a program that would require all new residential development within the Winchester Policy Area (WPA) of the Harvest Valley/Winchester Area Plan (HVWAP) to implement required Traffic Demand Management measures. The Traffic Demand Measures where appropriate, shall include but not be limited to: bike lanes and bus turnouts/stops, throughout the HVWAP to meet future traffic demands and providing multi-model options.

C 2.8 Riverside County shall coordinate with Caltrans, RCTC and adjacent local jurisdictions in conformance with the Riverside County Congestion Management Program to determine the appropriate LOS threshold for determining significance when reviewing development proposals that directly impact nearby State Highway facilities or city streets.

System Design, Construction and Maintenance

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Incentives and the competitive need to “raise the bar” in creating communities of excellence commonly stimulates the development community to exceed the norms of development standards.
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- RCIP Vision

A well-planned, designed, constructed, and maintained street and highway system facilitates the movement of vehicles and provides safe and convenient access to surrounding developments. Riverside County’s efforts to develop a system of local, collector, and arterial roadways provide the basis for a safe and efficient transportation system.

Figure C-1 shows the future streets and highways system at build out in addition to functional classifications. The General Plan Environmental Impact Report (EIR) provides the corresponding listing of projected traffic volumes, number of travel lanes, and level of service for each street segment at buildout.

Maintenance of personal mobility, safety, convenience, and efficiency are all issues that must be considered when a system is created. Arterial roads need to be built with sufficient capacity to accommodate long-term traffic growth.

A consistent and uniform highway network that meets the needs of current and future residents can be accomplished by implementing a functional classification system for major highways, with set minimum right-of-way and design standards, and by identifying needed roadway improvements.

Functional Classifications

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Fundamental to this process is the recognition that individual streets and highways do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads.

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