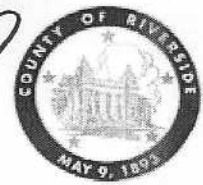


**SUBMITTAL TO THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

606B



**FROM:** TLMA - Planning Department

**SUBMITTAL DATE:**

February 26, 2007

**SUBJECT:** Resolution No. 2007-011 to adopt Amendment No. 1 to Specific Plan No. 251; and Ordinance No. 348.4465, to adopt SP Zone Requirements and Standards for Specific Plan No. 251; Fifth Supervisorial District; Nuevo Zoning Area/Lakeview/Nuevo Area Plan.

**BACKGROUND:** Specific Plan No. 251 Amendment No. 1, Change of Zone No. 7181 and Tentative Tract Map No. 33687 were tentatively approved by the Board of Supervisors on September 12, 2006.

**RECOMMENDED MOTION:**

**ADOPTION** of Resolution No. 2007-011, Adopting Amendment No. 1 to Specific Plan No. 251; and,

**ADOPTION** of Ordinance No. 348.4465, An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning.

REVIEWED BY EXECUTIVE OFFICE

Departmental Concurrence

DATE 2/11/07

Ron Goldman  
Planning Director

RG:cv

Policy

Policy

Consent

Consent

Dept's Recomm.:

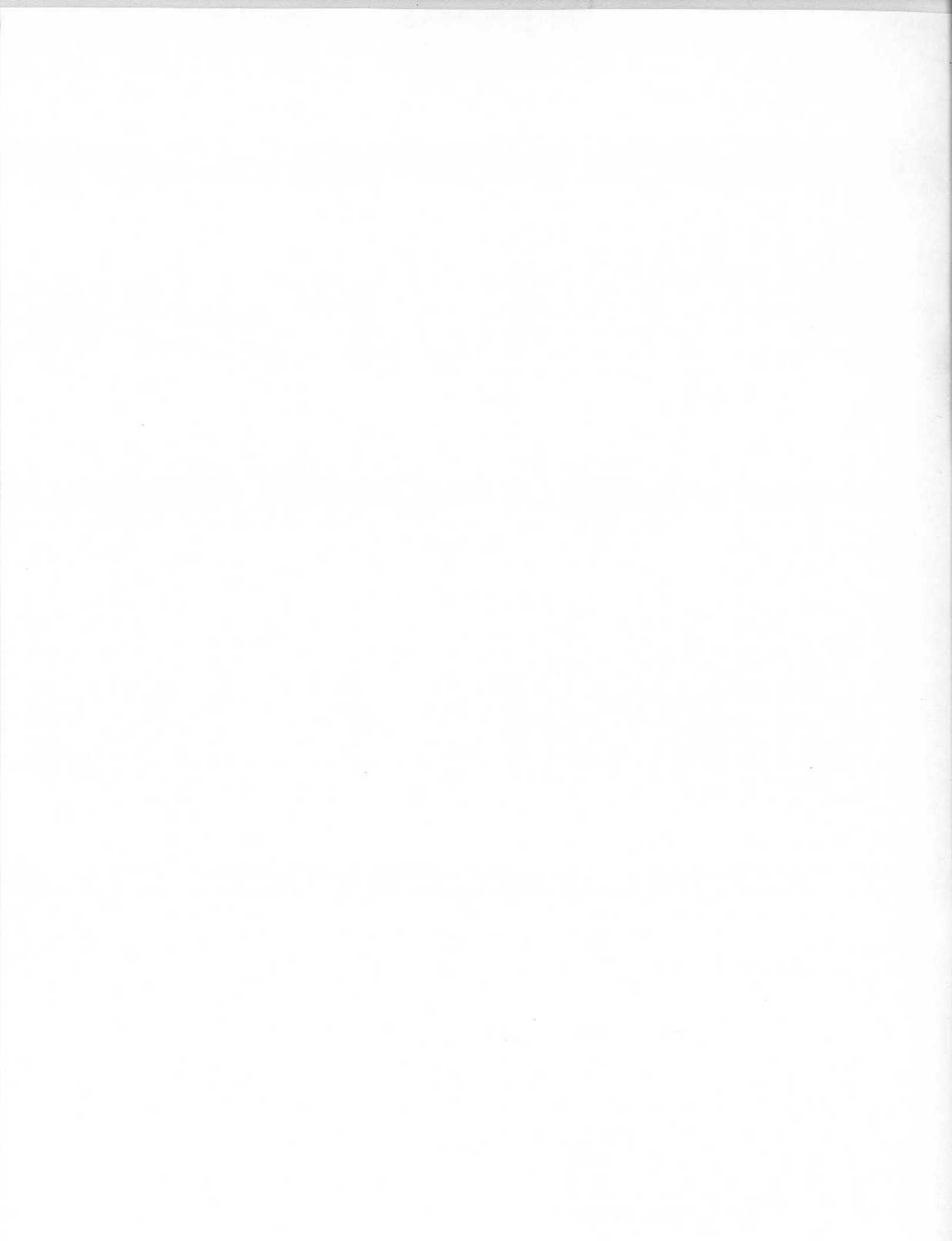
Per Exec. Ofc.:

Prev. Agn. Ref.

District: Fifth

Agenda Number:

3.41



2 **RESOLUTION NO. 2007-011**

3 **ADOPTING**

4 **AMENDMENT NO. 1 TO SPECIFIC PLAN NO. 251**

5 **WHEREAS**, pursuant to the provisions of Government Code Section 65450 *et seq.*, a  
6 public hearing was held before the Riverside County Board of Supervisors in Riverside,  
7 California on September 12, 2006, and before the Riverside County Planning Commission in  
8 Riverside, California on July 26, 2006, to consider Amendment No. 1 to Specific Plan No. 251  
9 (Lake Nuevo Village), which specific plan was adopted by the Board of Supervisors pursuant to  
10 Resolution No. 93-417 (dated November 2, 1993);

11 **WHEREAS**, all the provisions of the California Environmental Quality Act (CEQA) and  
12 Riverside County CEQA implementing procedures have been satisfied, and Supplemental  
13 Environmental Impact Report No. 477, prepared in connection with Amendment No. 1 to  
14 Specific Plan No. 251 and related cases (referred to alternatively herein as "the Project"), is  
15 sufficiently detailed so that all of the potentially significant effects of the Project on the  
16 environment and all measures necessary to avoid or substantially lessen such effects have been  
17 evaluated in accordance with the above-referenced Act and Rules; and,

18 **WHEREAS**, the matter was discussed fully with testimony and documentation presented  
19 by the public and affected government agencies; now, therefore,

20 **BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED** by the Board of  
21 Supervisors of the County of Riverside, in regular session assembled on March 6, 2007, that:

- A. The proposed Amendment to Specific Plan No. 251 will revise the Plan's characteristics, resulting in a change of the composition of the total acreage of the Plan. (Specific Plan No. 251 is also referred to herein as the "Original Project.") The Original Project provided for 40.8 acres of residential development; 13.4 acres of commercial/mixed use; 2.2 acres of parks; 4.6 acres of reserved natural open space; and 3.6 acres of roadways. The Project seeks to eliminate the 13.4 acres of commercial/mixed use, and to include those 13.4 acres in the residential

FORM APPROVED  
COUNTY COM. IN SF

FEB 16 2007

Handwritten signatures and dates: 23, 24, 25, 26, 27, 28

1 development acreage; increase the acreage designated for parks from 2.2 to 3.1;  
2 slightly decrease the amount of natural open space from 4.6 acres to 3.2 acres; and  
3 increase the acreage dedicated to roadways from 3.6 to 6.3. As a result of these  
4 changes, the total proposed amount of acreage for residential development in the  
5 Project is now 54.6 acres and, as a result of such increase in such acreage, the  
6 number of residential units allowed would increase from 190 to 315.

7 B. The proposed Amendment to Specific Plan No. 251 will increase the previously  
8 approved net density of 4.7 dwelling units per acre to 5.8 and will increase the  
9 previously approved overall gross density of 2.9 dwelling units per acre to 4.7  
10 dwelling units per acre.

11 C. The proposed Amendment is associated with Change of Zone No. 7181 and  
12 Tentative Tract Map No. 33687, which were considered at the public hearing  
13 before the Planning Commission. Change of Zone No. 7181 proposes to change  
14 the existing zoning classifications of Specific Plan No. 251 to meet the design  
15 standards and planning area designations of the proposed Amendment to Specific  
16 Plan No. 251. Tentative Tract Map No. 33687 proposes to subdivide 67.2 gross  
17 acres within the Specific Plan Amendment site into 315 residential lots with a  
18 minimum lot size of 4,000 square feet within Planning Areas 1, 2, and 4 of the  
19 Project, and a minimum lot size of 4,500 square feet within Planning Area 3 of the  
20 Project.

21 **BE IT FURTHER RESOLVED** by the Board of Supervisors of the County of Riverside,  
22 in regular session assembled on March 6, 2007, that the following environmental impacts  
23 associated with the proposed Amendment to Specific Plan No. 251 are potentially significant  
24 unless otherwise indicated, but each of these impacts will be avoided or substantially lessened by  
25 the identified mitigation measures:

26 ///

27 ///

1           A.    Biological Resources

2                   1.    Impacts:

3                               When the County certified EIR No. 337 (the "Original EIR") and  
4                               adopted Specific Plan No. 251 in 1993, it determined that impacts  
5                               relating to the elimination of scrub and grassland habitat would not  
6                               result in a significant impact. While the site did provide some  
7                               habitat for species representative of the area, it was not considered  
8                               to be exceptionally significant habitat for unique, locally  
9                               significant, or regionally important species. In addition, Specific  
10                              Plan No. 251 included the northeastern area of the Project site, the  
11                              portion with the most biological resources, as part of the open space  
12                              component of the Project.

13                             On a cumulative basis, when certifying the Original EIR, the  
14                             County determined that the amount of proposed development in the  
15                             vicinity was determined to contribute to the potential loss of habitat  
16                             for the Stephen's Kangaroo Rat, further contributing to its Rare and  
17                             Endangered status. Cumulative projects in the area were also  
18                             determined to result in the loss of a significant amount of  
19                             vegetation and wildlife. The Original EIR determined that all  
20                             impacts to biological resources could be reduced to less-than-  
21                             significant levels through mitigation.

22                             Supplemental EIR No. 477 provides that elimination of scrub and  
23                             grassland habitat on the Project site will not result in a significant  
24                             impact. The site does provide some habitat for species  
25                             representative of the area, but it is not considered to be significant  
26                             habitat for unique, locally significant, or regionally important  
27                             species. In addition, the Project continues to preserve the  
28                             northeastern area of the Project site -- the portion with the most

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biological resources -- as part of the open space component of the Project. With the implementation of the recommended mitigation measures, Supplemental EIR No. 477 determined that impacts to biological resources will be less than significant.

On a cumulative basis, the Project is not considered to have any potentially significant impact upon the burrowing owl or upon its habitat. Nevertheless, recommended mitigation measures of Supplemental EIR No. 477 reduce the impacts on burrowing owls to a less-than-significant level. The impact of the Project is not cumulatively considerable.

2. Mitigation:

The Project has been modified to substantially lessen or avoid these potentially significant impacts by the following mitigation measures, as described in Supplemental EIR No. 477, which are hereby adopted and will be implemented as provided in the Mitigation Monitoring/Reporting Program.

- a. Landscaping and revegetation shall be accomplished with the inclusion of plants native to this region. In accordance with California State Assembly Bill 3180, this mitigation shall be incorporated into the mitigation monitoring program for the Specific Plan. The mitigation monitoring program shall include the review of the site plan, grading plan, and Project's development plan for compliance with the mitigation prior to approval of the Specific Plan. As determined by Riverside County, the Project shall employ a qualified biologist on site to monitor construction activities in areas identified as biologically sensitive.

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1 season of native bird species potentially nesting on the site  
2 (typically February – August), the applicant shall have a  
3 survey conducted by a qualified biologist to determine if  
4 active raptor nests protected by the California Fish and  
5 Game Code are present in the construction zone or within  
6 200 feet of the construction zone. A report of this field  
7 survey shall be submitted to the appropriate agency.  
8 Construction can proceed if no active raptor nests are  
9 located during this survey. If an active nest is found during  
10 the survey, a 500 foot (this distance may be vary depending  
11 on the bird species and construction activity, as determined  
12 by the biologist) fence barrier (subject to the review and  
13 approval of a qualified biologist) shall be erected around the  
14 nest site and clearing and construction within the fenced  
15 area shall be postponed or halted, at the discretion of the  
16 biological monitor, until the nest is vacated and juveniles  
17 have fledged, as determined by the biologist, and there is no  
18 evidence of a second attempt at nesting. The biologist shall  
19 serve as a construction monitor during those periods when  
20 construction activities occur near active nest areas to ensure  
21 that no inadvertent impacts on these nests occur. Results of  
22 the raptor survey and any subsequent monitoring shall be  
23 provided to the CDFG.

24 B. Cultural Resources – Project Specific

25 1. Impacts:

26 It was projected that Specific Plan No. 251 could have project-  
27 specific, potentially significant impacts to two out of four  
28 archeological sites and could have the following potentially

1 significant cumulative impacts upon cultural resources: (a)  
2 disruption of existing historical, archaeological resources during  
3 grading and excavation activities; and (b) potential disruption of  
4 existing paleontological resources during grading and excavation  
5 activities. The Original EIR indicated that with the implementation  
6 of the mitigation measures adopted therein, each of these impacts  
7 could be fully mitigated or mitigated to a less-than-significant level.  
8 Following the Certification of the Original EIR, an updated Phase I  
9 Cultural Resources assessment was conducted. That assessment  
10 revealed 49 archaeological sites within one mile of the Project site,  
11 four of which are located within the Project site. These sites are the  
12 same as those identified in the Original EIR. Supplemental EIR  
13 No. 477 provides that none of the four sites have the capacity to  
14 yield important research data. Therefore, none of these sites are  
15 significant. While it is possible that additional materials remain  
16 buried, Supplemental EIR No. 477 determined that with the  
17 implementation of the suggested mitigation measures, all potential  
18 impacts to archaeological resources will be reduced to less-than-  
19 significant levels.

20 Supplemental EIR No. 477 also determined that with mitigation,  
21 impacts to paleontological resources will also be reduced to less-  
22 than-significant levels.

23 2. Mitigation:

24 The Project has been modified to substantially lessen or avoid these  
25 potentially significant impacts by the following mitigation  
26 measures, as described in Supplemental EIR No. 477, which are  
27 hereby adopted and will be implemented as provided in the  
28 Mitigation Monitoring/Reporting Program.

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- a. A qualified archaeologist meeting Secretary of Interior standards and Native American monitor shall monitor grading and excavation activities in areas known to have at least a moderate potential to yield fossils or other archaeological resources and shall have the authority to temporarily halt ground disturbing activity in the area of any discovery, to allow for assessment and/or collection. Any dispute as to the necessity or duration of a temporary halt to ground disturbance activity shall be referred to the Riverside County Planning Department for final resolution.
- b. During grading activities in areas with known potential significant cultural resources, pre-grading conferences shall be held with heavy equipment operators and the Project's archaeologist and a Native American monitor to inform them of potential deposits.
- c. In the event that potentially significant Native American cultural resources are discovered during Project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards and Native American monitor shall be hired to assess the find. Work on the overall Project may continue during this assessment period.
- d. If human remains are discovered, the Riverside County Coroner's Office must be notified immediately under state law and all activities in that area must cease until all lawful and appropriate measures have been implemented (California Health and Safety Code 7050.5; Public

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Resources Code 5097.9) If the Coroner determines that the remains are Native American, the NAHC in Sacramento must also be contacted under state law. The NAHC will designate a Most Likely Descendant (MLD) who will have the authority to make procedural determinations, in consultation with the landowner, concerning disposition of the remains.

- e. A report of any findings, including the disposition of discovered artifacts, with attached artifact inventory, shall be submitted to the Riverside County Planning Department and the NAHC, indicating completion of the mitigation program for the construction phases of the Project, filed with the University of Riverside Eastern Information Center, and made available to any recognized Native American representative of Cahuilla or Luiseno descent.
- f. Prior to grading and trenching activities, a grading conference shall be held with the Project's paleontological monitor.
- g. Full-time monitoring shall be provided in areas where paleontological resources are uncovered, if any are found. The qualified paleontologist monitor shall be equipped to remove fossils rapidly to avoid construction delays. The paleontologist shall be empowered to temporarily halt or redirect excavation equipment while fossils are being removed. The method of salvage shall be the removal of sediment containing the fossils to stockpiles off site, where they can be removed by screen washing. This method shall be incorporated into the mitigation monitoring program.

- 1 h. If specimens are found, they shall be prepared to a point of  
2 identification and placed in a qualified repository such as  
3 the Western Center (East Side Reservoir) facility, as  
4 established by the California State Historical Resources  
5 Commission. This will allow the fossils to be described in a  
6 report of the findings.
- 7 i. A report of any findings, with attached specimen inventory,  
8 shall be submitted to the County Planning Department,  
9 indicating completion of the mitigation monitoring process  
10 at the end of the construction phase, and filed at the  
11 University of Riverside Eastern Information Center.

12 C. Faulting/Seismicity-Project Specific

13 1. Impacts:

14 The Original EIR recommended a mitigation measure to reduce  
15 potential faulting/seismicity impacts to less-than-significant levels.  
16 The Original EIR concluded that potentially significant cumulative  
17 impacts could result from seismic activity, due to the site's  
18 proximity to regional faults. However, it is also concluded that  
19 these impacts could be mitigated to less-than-significant levels.

20 An updated geotechnical assessment was prepared for the Project  
21 site following the certification of the Original EIR. Supplemental  
22 EIR No. 477 indicates that surrounding faults are capable of  
23 moderate to large earthquakes, and that, in such events, the Project  
24 will experience ground motion and other effects. Supplemental  
25 EIR No. 477 also provided that (a) the site is not in an identified  
26 Alquist-Priolo Earthquake Fault Zone, as established by the State of  
27 California; (b) no faults have been mapped within the Project  
28 limits; and (c) the potential for surface rupture is considered low.

1 Supplemental EIR No. 477 concluded that the proposed  
2 Amendment to Specific Plan No. 251 will be exposed to the same  
3 geologic hazards as Specific Plan No. 251; that geotechnical  
4 impacts will be similar to those identified for Specific Plan No.  
5 251; and that with implementation of recommended mitigation  
6 measures, potential impacts will be reduced to less-than-significant  
7 levels.

8 2. Mitigation:

9 The Project has been modified to substantially lessen or avoid these  
10 potentially significant impacts by the following mitigation  
11 measures, as described in Supplemental EIR No. 477, which are  
12 hereby adopted and will be implemented as provided in the  
13 Mitigation Monitoring/Reporting Program.

- 14 a. The Project proponent shall demonstrate conformance with  
15 the latest CBC and County Ordinances.
- 16 b. All Project plans shall be reviewed for safety by the  
17 Riverside County Flood Control District (RCFCD) and the  
18 Riverside County Building and Safety Department.
- 19 c. In compliance with Senate Bill 3080, the applicant and the  
20 Riverside County shall form a mitigation monitoring plan,  
21 which shall include the above mitigation as well as  
22 compliance with County Ordinances. The mitigation  
23 monitoring shall include at least the following:
- 24 i. Review of all grading plans by the Riverside  
25 County;
- 26 ii. Review of site plan by County Geologist;
- 27 iii. Review by the Riverside County of required  
28 additional geotechnical work performed by a

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qualified geologist employed by the Project proponent; and

iv. Review of grading and construction for compliance with the determined mitigation measures prior to the County issuing approval of the Notice of Completion.

d. Areas to receive compacted fill or which will support foundations, floor slabs, and asphalt pavement shall be cleared and grubbed, with removal of unsuitable materials to depths dictated by existing field conditions.

e. Compressible surface soils shall be excavated and recompacted prior to placement of fill or any structures.

f. During development, a geotechnical review of specific plans shall be conducted to establish effects of surcharge or hydrostatic loadings and active earth pressures.

g. Vegetation, debris, and other deleterious materials are unsuitable as structural fill material and should be disposed of off site prior to commencing removals and placement of compacted fills.

h. All undocumented artificial fill should be removed from below and within a 1:1 projection of structural fill areas. The deepest fill existing within the limits of the proposed development is estimated to be as much as 5 feet in the vicinity of Lot 224, where a residential structure previously existed. All fill requirements shall be included in a Project-specific Geological/Soils Report prepared by a licensed geotechnical engineer.

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- i. Topsoil should be completely removed before the placement of compacted fill. Removal depths are expected to range from approximately 1 to 3 feet. Removed topsoil shall be free of deleterious materials and moisture conditioned prior to reuse as compacted fill.
- j. The older fan deposits exhibit highly weathered profile up to 5 feet, with some deeper localized areas. In areas where fill placement and/or shallow cut grading is necessary to achieve design grade, the highly weathered profiles, as well as the overlying topsoil, should be removed to expose competent older fan deposits or competent Lakeview Mountain Tonalite.
- k. The Lakeview Mountain Tonalite is highly weathered within the upper 1 to 2 feet. In areas where fill placement or shallow cut grading is proposed to achieve design grade, the highly weathered profile should be removed to expose competent bedrock.
- l. Backdrains will be required in all stabilization fills, buttress fills, and skin-fill/skin-cut remediations. Backdrains should be constructed in accordance with the details shown on Plate G-3 of the geotechnical assessment dated June 10, 2005.
- m. Overexcavation of cut areas and/or shallow fill areas and replacement with compacted blanket fill (Cap) will be required in building pads where any of the following conditions are created by design or remedial grading:
  - Cut/fill transitions within building pads;
  - Cut pads exposing dissimilar materials;

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- Cut pads exposing hard rock;
- Cut pads exposing porous or other unsuitable material; and
- Cut lots superjacent to stabilization fills.

The cut and shallow fill portions of the building pad should be overexcavated to a minimum depth of 3 feet and replaced to design grade with compacted fill. The undercut should be graded such that a gradient of at least 1 percent is maintained toward deeper fill areas, or toward the front of the lot. Replacement fill should be 8-inch minus in maximum particle size and be compacted to Project specifications as discussed in Section 6.8 of the geotechnical assessment dated June 10, 2005.

n. Streets that are cut into the bedrock could potentially pose difficulties for excavations with conventional utility trenching techniques during improvement construction. Where such materials are exposed, consideration should be given to undercutting the street/utility areas during mass grading. The undercut should extend at least 1 foot below the deepest utility. The undercut zone should be replaced with compacted fill (8-inch minus) in accordance with Project standards.

o. As a means to help characterize the rippability of the bedrock, 330-LC Excavator test pits were excavated and the logs presented on Table I of the geotechnical assessment dated June 10, 2005. Based on the excavator test pits and Pacific Soils Engineering's experience in grading other sites with similar bedrock conditions, the rippability of the rock

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is expected to be variable. This is due to varying degrees of fracturing, weathering, and the quartz content. As such, irregular, non-rippable zones can be expected.

In areas where hard rock outcrops are present (Plate 1 of the geotechnical assessment dated June 10, 2005), specialized techniques such as hoe rams and/or blasting will be required to achieve design grades, and underground utility alignment. In cut areas away from hard rock outcrops, no refusal was encountered in most excavator pits; however, refusal was encountered at depths of 11.5, 12.5, 13.5, and 11.5 feet in test pits EX-3, EX-14, EX-16, and EX-22, respectively.

The contractor shall evaluate the factors that determine rippable/non-rippable quantities. It has been Pacific Soils Engineering's experience that the following factors determine production rates and, therefore, dictate the need for blasting. These factors include (1) fracture pattern; (2) quartz content; (3) the regularity of rippable/non-rippable contacts; (4) equipment type and conditions; and (5) skill of equipment operators. Additionally, it can be expected that a wide and variable range of conditions will ultimately be encountered.

- p. All removals, fill keys, stabilization fill keys, canyon subdrains, backdrains, and cap lots should be surveyed by the Project Civil Engineer prior to final observation and approval by the geotechnical engineer/engineering geologist in order to verify location and gradients. Survey support will be required to monitor settlement as discussed in

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Section 6.13 of the geotechnical assessment dated June 10, 2005.

q. Residential structures can be supported on conventional shallow foundations and slab-on-grade or post-tensioned slab/foundation systems. The design of foundation systems should be based on the as-graded conditions as determined after the completion of grading. The following values may be used for preliminary foundation design and budgetary purposes:

Allowable Bearing: 2,000 pounds/square foot (assuming a minimum embedment depth of 12 inches and a minimum width of 12 inches).

Lateral Bearing: 250 pounds/square foot per foot of depth to a maximum of 2,000 pounds/square inch.

Sliding Coefficient: 0.35

The above values may be increased as allowed by Code to resist transient loads, such as wind or seismic. Building Code and structural design considerations may govern. Depth and reinforcement requirements should be evaluated by the structural engineer.

r. In addition to the potential effects of expansive soils, the proposed residential structures should be designed in anticipation of differential settlements on the order of 3/8 inch in 20 feet.

s. A moisture and vapor retarding system should be placed below all slabs-on-grade in living areas and other portions of the structures considered to be moisture sensitive. The retarder should be of suitable composition, thickness,

1 strength, and low permeance to effectively prevent the  
2 migration of water and reduce the transmission of water  
3 vapor to acceptable levels. Historically, a 10-mil plastic  
4 membrane, such as Visqueen, placed between 1 to 4 inches  
5 of clean sand, has been used for this purpose. The use of  
6 this system or other systems, materials, or techniques can be  
7 considered, at the discretion of the designer, provided the  
8 system reduces the vapor transmission rates to acceptable  
9 levels.

- 10 t. Soils from the footing excavations should not be placed in  
11 slab-on-grade areas unless properly compacted and tested.  
12 The excavations should be cleaned of all loose/sloughed  
13 materials and be neatly trimmed at the time of concrete  
14 placement.

15 D. Slopes & Erosion-Project Specific

16 1. Impacts:

17 The Original EIR provided that, with the implementation of the  
18 recommended mitigation measures, potential slope and erosion  
19 impacts would be less than significant. Cumulative impacts relating  
20 to erosion were reduced to less-than-significant levels through the  
21 implementation of mitigation measures.

22 An updated geotechnical assessment was prepared for the Project  
23 site following the certification of the Original EIR. According to  
24 Supplemental EIR No. 477, the proposed Amendment to Specific  
25 Plan No. 251 will have similar impacts to slopes and erosion as  
26 those identified in the Original EIR. The implementation of the  
27 recommended mitigation measures will reduce such impacts to  
28 less-than-significant levels.

1 Supplemental EIR No. 477 also found that the geotechnical impacts  
2 of cumulative development will be less than significant given the  
3 Project's known geologic considerations; that cumulative erosion  
4 within the Project's watershed will not exceed natural levels; and  
5 that there will be no significant cumulative impacts related to  
6 erosion.

7 2. Mitigation:

8 The Project has been modified to substantially lessen or avoid these  
9 potentially significant impacts by the following mitigation  
10 measures, as described in Supplemental EIR No. 477, which are  
11 hereby adopted and will be implemented by the Mitigation  
12 Monitoring/Reporting Program.

- 13 a. All other provisions of the Lake Nuevo Village Specific  
14 Plan No. 251 notwithstanding, all grading shall conform to  
15 the CBC, Riverside County General Plan, Riverside County  
16 Ordinance 457 and all other relevant laws, rules and  
17 regulations governing grading in Riverside County.
- 18 b. All streets shall have a gradient not exceeding 15 percent.
- 19 c. The overall slope, height, and grade of any cut and fill slope  
20 shall be developed in concert with the existing natural  
21 contours and scale of the natural terrain of the Project site.
- 22 d. The toes and tops of all slopes higher than 10 feet should be  
23 rounded, where possible, with curve radii designed in  
24 proportion to the total height of the slope, where drainage  
25 and stability permit such rounding.
- 26 e. Cut or fill slopes exceeding 100 feet in horizontal length, if  
27 any, shall be graded to meander at the toe and top of the  
28 slope.

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- f. Slopes exceeding 3 feet in vertical height shall be protected per County standards prior to the beginning of the wet season (October through March) or as otherwise provided per the approved Erosion Control Plan.
- g. Prior to initial grading activities, a soils report, and geotechnical study shall be performed with further analyses of on-site soil conditions and appropriate measures to control erosion and dust.
- h. Detailed grading plans shall be prepared prior to any on-site grading for each Project or group of projects.
- i. All dwelling units shall have at least a 4-foot-wide sideyard setback from the property line and a minimum 10-foot-wide rear setback from the toe of slopes higher than 10 feet. County Ordinance No. 457 will be observed regarding setback requirements. All single-family detached lifts will provide a net minimum useable pad area as set forth in the Design Guidelines.
- j. The applicant shall be responsible for maintenance and upkeep of all planting and irrigation systems until those operations become the responsibility of other parties.
- k. Angular forms shall be discouraged. The graded form shall reflect natural terrain, where possible.
- l. Potential brow ditches, terrace drains, or other minor swales, determined necessary at future stages of Project review, shall be lined with natural erosion control materials or concrete.

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- m. Grading work shall be balanced on site, wherever possible. If export of quantities in excess of 1,000 cubic yards is required as a result of the final grading plan, then measures will be taken to be in compliance with the Riverside County Ordinance No. 555 at the time of final grading plan approval.
- n. Graded, but undeveloped, land shall be maintained weed-free and planted with interim erosion control measures within 45 days of completion of grading, unless building permits are obtained.
- o. Natural features, such as significant rock outcrops, shall be protected to the extent feasible in the siting of the individual lots and building pads. Lots should be sited and graded adjacent to significant rock outcroppings and geologic features to allow view opportunities to these features where opportunities exist and where feasible.
- p. A grading permit shall be obtained from the Riverside, as required by the County Grading Ordinance, prior to grading.
- q. Soil stabilizers shall be used to control dust as required by South Cost Air Quality Management District (SCAQMD) Rule No. 403.
- r. Property lines shall be located at the tops of slopes, in rear and sideyard areas, were feasible.
- s. Adequate provisions shall be made to prevent surface waters from damaging or interfering with construction activities, public or private property, and cut and fill slopes during and after construction.

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- t. Maintain moderate grades on new slopes to reduce risk of erosion.
- u. Appropriate erosion control measures shall be considered as part of the comprehensive grading and drainage plan to reduce risk of erosion.

In addition, the following mitigation measures are recommended for Amendment No. 1 to the Lake Nuevo Specific Plan as proposed.

- v. If stabilization fills are required, a keyway founded on competent alluvium and tilted into slope, shall first be established. A backdrain and outlet system shall be constructed at the heel of the keyway as shown on Plate G-3 of the geotechnical assessment dated June 10, 2005. The keyway width shall be at least 15 feet, or half the height of the superjacent fill slope, whichever is greater.
- w. Keys shall be constructed at the toe of all fill slopes. Key widths shall be at least one-half the height of the slope and not less than 15 feet. Minimum key depths at the toe shall be 2 feet. Removals at the toe of 2:1 fill slopes shall be extended from the catch point of the design toe outward at a minimum 1:1 projection into approved material.
- x. The fill portion of fill-over-cut slopes shall not be constructed until the cut portion of the slope has been cut to finish grade. The materials and geologic structure exposed along the cut slope will be evaluated for (1) suitability as a foundation medium; (2) suitability for receiving compacted fill; and (3) surficial and gross stability. Once the cut portion of the slope has been evaluated, it will be released

1 for construction of the fill key and heel drain or  
2 recommendations for further remedial grading will be  
3 provided. If it is determined that the exposed materials are  
4 in need of remediation, the slope would then become a  
5 stabilization fill and should be constructed as discussed in  
6 Section 6.2.2 of the Geotechnical Assessment dated June  
7 10, 2005.

8 y. It is likely that both skin cut and skin fill slopes will be  
9 produced by the final design or created during construction.  
10 For such conditions it is recommended that a backcut and  
11 keyway be established such that a minimum fill thickness  
12 equal to one-half the remaining slope height (not less than  
13 15 feet) is provided for all skin fill conditions. When the  
14 design cut is insufficient to remove all topsoil or other  
15 unsuitable materials, overexcavation and replacement with a  
16 stabilization fill will be required. These conditions will be  
17 evaluated in the field.

18 E. Hazardous Materials-Project Specific

19 1. Impacts:

20 The Original EIR did not include an analysis of potentially  
21 significant impacts associated with hazardous materials. A Phase I  
22 Environmental Site Assessment (“ESA”) was conducted following  
23 the certification of the Original EIR. Supplemental EIR No. 477  
24 analyzes and incorporates that ESA, and based thereon, provides  
25 that it is unlikely the subject property has been affected by activities  
26 and/or releases of hazardous substances from past on-site uses or  
27 off-site sources or surrounding properties. Supplemental EIR No.  
28 477 concludes that the development of residential uses on the

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Project site will not create a significant hazard to the public or the environment and that the impact is considered less than significant.

2. Mitigation:

The Project has been modified to substantially lessen or avoid this potentially significant impact by the following mitigation measures, as described in Supplemental EIR No. 477, which are hereby adopted and will be implemented as provided in the Mitigation Monitoring/Reporting Program.

a. All miscellaneous debris shall be removed off site and properly disposed of at an approved landfill facility. The soils beneath the debris shall be visually inspected; sampled, if warranted; and remediated, if necessary.

b. Due to visible evidence of dark substances within the southeastern portion of the Project site, soil shall be excavated to determine the exact vertical extent of contamination, if any. If during soil removal, evidence of petroleum products appears to continue below the ground surface, sampling shall be performed to characterize the extent of contamination. Remediation shall be conducted in accordance with all applicable standards of the appropriate oversight agency.

c. Portions of the Project site have historically been utilized for agricultural purposes and may contain pesticide residues in the soil. Soil sampling shall occur throughout the Project site, as determined by a qualified Phase II/III specialist. The sampling will determine if pesticide concentrations exceed established regulatory requirements and identify proper handling procedures required to meet applicable

1 regulatory requirements.

- 2 d. If unknown wastes or suspect materials are discovered  
3 during construction by the contractor, which he/she believes  
4 may involve hazardous waste/materials, the contractor shall:
- 5 i. Immediately stop work in the vicinity of the  
6 suspected contaminant, removing workers and the  
7 public from the area;
  - 8 ii. Notify the Project Engineer of the implementing  
9 Agency;
  - 10 iii. Secure the areas as directed by the Project Engineer;  
11 and
  - 12 iv. Notify the implementing agency's Hazardous  
13 Waste/Materials Coordinator.
- 14 e. All concrete/asphalt associated with the former access road  
15 and structure shall be removed and disposed of at an  
16 appropriate permitted facility. Once removed, exposed soils  
17 shall be visually observed to confirm the presence/absence  
18 of staining (an indication of contamination migration into  
19 the subsurface). If observed, stained soils shall be tested to  
20 identify appropriate remedial activities and remediation  
21 shall be conducted in accordance with all applicable  
22 standards of the appropriate oversight agency.

23 F. Air Quality – Operational/Project Specific

24 1. Impacts:

25 When the County certified the Original EIR and adopted Specific  
26 Plan No. 251 in November of 1993, the County determined that the  
27 construction of Specific Plan No. 251 would have significant and  
28 unavoidable air quality impacts on a Project-specific basis, but that

1 Specific Plan No. 251 would not give rise to a significant  
2 cumulative air quality impact. The Original EIR recommended  
3 mitigation measures, but the effects of their implementation were  
4 not quantified.

5 Supplemental EIR No. 477 provides that Project-related operational  
6 impacts to air quality are mitigable to a less-than-significant level.

7 2. Mitigation:

8 The Project has been modified to substantially lessen or avoid this  
9 potentially significant impact by the following mitigation measures,  
10 as described in Supplemental EIR No. 477, which are hereby  
11 adopted and will be implemented as provided in the Mitigation  
12 Monitoring/Reporting Program.

- 13 a. During construction, the applicant shall implement all rules  
14 and regulations adopted by the Governing Board of the  
15 SCAQMD which are applicable to the development of the  
16 subdivision (such as Rule 402—Nuisance, Rule 403—  
17 Fugitive Dust, Rule 1113—Architectural Coatings) and  
18 which are in effect at the time of development. The purpose  
19 of Rule 403 is to reduce the amount of particulate matter  
20 entrained in the ambient air as a result of man-made fugitive  
21 dust sources by requiring actions to prevent, reduce, or  
22 mitigate fugitive dust emissions. Rule 403 applies to any  
23 activity or man-made condition capable of generating  
24 fugitive dust, such as mass and remedial grading, as well as  
25 weed abatement and stockpiling of construction materials  
26 (i.e., rock, earth, gravel). Rule 403 requires that grading  
27 operations either (1) take actions specified in Tables 1 and 2  
28 of the Rule for each applicable source of fugitive dust and

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take certain notification and record keeping actions; or (2) obtain an approved Fugitive Dust Control Plan.

Each future subdivision proposed in association with the Specific Plan shall implement the following if found applicable and feasible:

Grading

- i. Apply non-toxic soil stabilizers according to manufacturers' specification to all inactive construction areas (previously graded areas inactive for 10 days or more).
- ii. Replace groundcover in disturbed areas as quickly as possible.
- iii. Enclose, cover, water twice daily, or apply non-toxic soil binders according to manufacturers' specifications, to exposed piles (i.e., gravel, sand, dirt) with 5 percent or greater silt content.
- iv. Water active sites at least twice daily.
- v. Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- vi. Monitor for particulate emissions according to district-specified procedures.
- vii. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code (CVC) Section 23114.

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Paved Roads

- viii. Sweep paved streets at the end of the day if visible soil material is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water).
- ix. Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.

Unpaved Roads

- x. Apply water three times daily, or non-toxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas or unpaved road surfaces.
  - xi. Reduce traffic speeds on all unpaved roads to 15 mph or less.
  - xii. Pave construction roads that have a traffic volume of more than 50 daily trips by construction equipment, 150 total daily trips for all vehicles.
  - xiii. Pave all construction access roads at least 100 feet on to the site from the main road.
  - xiv. Pave construction roads that have a daily traffic volume of less than 50 vehicular trips.
- b. As part of the approval of each future subdivision proposed in association with the Specific Plan, each of the construction emission reduction measures indicated below (and in Tables 11-2 and 11 3 of the SCAQMD's CEQA Air Quality Handbook, as amended) shall be required through conditions of approval to be implemented if found

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applicable and feasible for that subdivision:

On-Road Mobile Source Construction Emissions

- i. Configure construction parking to minimize traffic interference.
- ii. Provide temporary traffic controls when construction activities have the potential to disrupt traffic to maintain traffic flow (e.g., signage, flag person, detours).
- iii. Schedule construction activities that affect traffic flow to off-peak hours (e.g., between 7:00 PM and 6:00 AM and between 10:00 AM and 3:00 PM).
- iv. Develop a construction traffic management plan that includes the following measures to address construction traffic that has the potential to affect traffic on public streets:
  - Rerouting construction traffic off congested streets;
  - Consolidating truck deliveries; and
  - Providing temporary dedicated turn lanes for movement of construction trucks and equipment on and off of the site.
- v. Prohibit truck idling in excess of two minutes.

Off-Road Mobile Source Construction Emissions

- vi. Suspend use of all construction equipment operations during second stage smog alerts.
- vii. Prevent trucks from idling longer than two minutes.
- viii. Use electricity from power poles rather than temporary diesel-powered generators.

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ix. Use electricity from power poles rather than temporary gasoline-powered generators.

c. Prior to the approval of each future subdivision proposed in association with the Specific Plan Area, each of the following operational emission reduction measures from Tables 11-6 and 11-7 of the SCAQMD's CEQA Air Quality Handbook, as amended, and known to quantifiably reduce VOC and CO emissions, shall be required through conditions of approval to be implemented if found applicable and feasible for that subdivision.

i. Solar or low-emission water heaters shall be installed in all single-family residences, as applicable.

ii. Built-in energy-efficient appliances shall be installed in all single-family residences, as applicable.

iii. Double-glass paned windows shall be installed in all single-family residences, as applicable.

iv. Light-colored roof materials to reflect heat shall be installed on all single-family residences and on park structures, as applicable.

v. All buildings meant for human occupation shall comply with Title 24 requirements.

d. Diesel-powered construction equipment used for building construction shall be equipped with a diesel particulate filter. The diesel particulate filter shall be verified to achieve the Level 3 Verification Classification in accordance with the California Air Resources Board's "Verification Procedure, Warranty and In-Use Compliance

1 Requirements for In-Use Strategies to Control Emissions  
2 from Diesel Engines” as specified in Title 13, California  
3 Code of Regulations, Sections 2700 through 2710.  
4 Alternatively, diesel-powered equipment shall be of a model  
5 year 2003 or newer.

6 G. Hydrology-Project Specific

7 1. Impacts:

8 When the County certified the Original EIR and adopted Specific  
9 Plan No. 251 in 1993, the County determined that Specific Plan No.  
10 251 could have potentially significant, project-specific hydrological  
11 impacts related to: (1) increased storm water runoff; and (2)  
12 permanent alteration of the natural drainage patterns. The Original  
13 EIR recommended a mitigation measure to reduce these potential  
14 impacts to less-than-significant levels. The Original EIR also  
15 provided that storm drain systems for all projects in the area will be  
16 constructed in accordance with the Riverside County Flood Control  
17 District (“RCFCD”) requirements. As a result, on a cumulative  
18 basis, such impacts would be less than significant.

19 As modified by the proposed Amendment to Specific Plan No. 251,  
20 the Project remains subject to flooding impacts which are very  
21 similar to those analyzed in the Original EIR. However, drainage  
22 patterns and the quality, velocity and composition of runoff from  
23 the Project site will differ from those of Specific Plan No. 251.  
24 With the implementation of the mitigation measures recommended  
25 in Supplemental EIR No. 477, hydrology-related impacts will be  
26 less than significant. On a cumulative basis, Supplemental EIR No.  
27 477 provides that flooding impacts will be less than significant.

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2. Mitigation:

The Project has been modified to substantially lessen or avoid these potentially significant impacts by the following mitigation measures, as described in Supplemental EIR No. 477, which are hereby adopted and will be implemented as provided in the Mitigation Monitoring/Reporting Program.

- a. The Project proponent shall demonstrate conformance with the latest CBC and County Ordinances.
- b. All Project plans shall be reviewed for safety by the RCFCDD and the Riverside County Building and Safety Department.
- c. The main drainage and flood control facilities shall be maintained by the RCFCDD, while the local drainage devices shall be maintained by a Community Service Agency or County Transportation Department.
- d. Prior to the issuance of grading permits, a drainage study shall be prepared which shall address the methods of conveying urban pollutants in order to maintain water quality in the local watershed.
- e. Erosion control devices shall be used in hillside development areas to mitigate the effect of increased runoff at points of discharge. Possible erosion control devices may include temporary berms, culverts, sandbagging, or desilting basins.
- f. The RCFCDD is designated to conduct the mitigation monitoring program.
- g. Prior to construction, a SWPPP shall be prepared for construction activities on site. Additionally, a Water

1 Quality Management Plan (WQMP) shall be prepared under  
2 the guidelines in Water Quality Manual prepared by the San  
3 Jacinto Regional WQCB. A comprehensive WQMP shall  
4 be prepared, which includes both Structural and Non-  
5 Structural BMPs, as required by the San Jacinto Regional  
6 WQCB and NPDES permits. In addition, the Project is  
7 subject to the requirements indicated in the RCFCB and  
8 Water Conservation District Hydrology Manual and the  
9 Riverside County flood control standards.

10 h. To further mitigate potential impacts to water quality, future  
11 development shall comply with the National Pollution  
12 Discharge Elimination System (NPDES) Permit and a  
13 Notice of Intent (NOI) shall be prepared and submitted to  
14 the San Jacinto Regional Water Quality Control Board  
15 (WQCB) providing notification and intent to comply with  
16 the State of California general permit.

17 H. Public Service & Utilities -- Water & Waste Water

18 1. Impacts.

19 When the County certified the Original EIR and adopted Specific  
20 Plan No. 251, the County determined that the anticipated residential  
21 water demand associated with Specific Plan No. 251 would be  
22 approximately 138,600 gallons per day and that the anticipated  
23 commercial water demand would be approximately 41,040 gallons  
24 per day. Overall, Specific Plan No. 251 was expected to generate  
25 demand for 179,640 gallons of water per day at build-out. From a  
26 residential standpoint, Specific Plan No. 251 was expected to  
27 generate 69,300 gallons of wastewater per day; and the commercial  
28 portion was expected to generate approximately 34,200 gallons of

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wastewater per day. In total, Specific Plan No. 251 was expected to generate 103,500 gallons of wastewater per day. The Original EIR recommended mitigation measures to reduce water and sewer impacts to less-than-significant levels.

Supplemental EIR No. 477 provides that the Eastern Municipal Water District (“EMWD”) has the capacity to serve the Project through minor infrastructure improvements. All such infrastructure improvements will be compliant with EMWD and with Riverside County Health Department. Implementation of the mitigation measures recommended in Supplemental EIR No. 477 will reduce impacts to water and wastewater services to less-than-significant levels.

2. Mitigation.

The Project has been modified to substantially lessen or avoid these potentially significant impacts by the following mitigation measures, as described in Supplemental EIR No. 477, which are hereby adopted and will be implemented as provided in the Mitigation Monitoring/Reporting Program.

- a. All lines shall be designed per the EMWD’s requirements.
- b. The water and wastewater conveyance infrastructure systems shall be dedicated to and managed by the EMWD.
- c. Water and sewer disposal facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department.
- d. The Water Service Plan shall be submitted to EMWD’s Customer Service Department for review to determine exact storage requirements.

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1 e. Reclaimed water will be used for irrigation wherever  
2 possible. A reclaimed water plan is currently being  
3 developed by EWMD. The applicant shall comply with the  
4 EWMD plan.

5 I. Public Service & Utilities -- Fire Service

6 1. Impacts:

7 When the County certified the Original EIR and adopted Specific  
8 Plan No. 251, the County estimated that Specific Plan No. 251  
9 would generate approximately 42 Fire Department service calls per  
10 year. The Fire Department indicated that despite the increased  
11 service calls, adequate service would be available on account of  
12 Specific Plan No. 251's adherence to General Plan requirements  
13 and County Fire Ordinances. As a result, the Original EIR  
14 recommended mitigation measures to reduce fire service impacts to  
15 less-than-significant levels.

16 Supplemental EIR No. 477 provides that the increase in residential  
17 population contemplated by the Project (i.e. the addition of 125  
18 single-family homes) will increase the demand for fire services.  
19 However, Supplemental EIR No. 477 also provides that the  
20 implementation of the mitigation measures recommended therein  
21 will reduce impacts to fire services to less-than-significant levels.

22 2. Mitigation:

23 The Project has been modified to substantially lessen or avoid these  
24 potentially significant impacts by the following mitigation  
25 measures, as described in Supplemental EIR No. 477, which are  
26 hereby adopted and will be implemented as provided in the  
27 Mitigation Monitoring/Reporting Program.

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- a. Buildings and water systems shall be designed according to the CBCs and the Riverside County Fire Protection Ordinance 787.
- b. All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No. 787, subject to the approval of Riverside County Fire Department.
- c. Water improvement plans shall be reviewed and approved by the Riverside County Fire Department prior to the recordation of final maps. The Project shall include fire hydrants and shall accommodate sufficient fire flows in accordance with the directives of the Fire Department.
- d. The proposed Project shall pay fees for the "Fire Department Impact Mitigation Program," based on a one-time fee of \$705.00 per single-family detached residential dwelling unit.
- e. The Project shall participate in a fire protection mitigation program if adopted by the Riverside County Board of Supervisors.

J. Public Service & Utilities -- Sheriff Service

1. Impacts.

When the County certified the Original EIR and adopted Specific Plan No. 251, the County estimated Specific Plan No. 251 would generate an increase in the vicinity's population by approximately 693 persons (using sheriff department generation factors). At that time, the Sheriff's Department desired a manpower ratio of 1.5 sworn deputies per 1,000 residents. Specific Plan No. 251 gave rise

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to the need for one new deputy, plus the associated equipment, support personnel, and facilities. The Original EIR recommended mitigation measures to reduce sheriff protection service impacts to less-than-significant levels.

Supplemental EIR No. 477 provides that increase in residential population contemplated by the Project (i.e. the addition of 125 single-family homes) will further increase the demand for sheriff services. Similarly, Supplemental EIR No. 477 recommends mitigation measures, which, when implemented, will reduce impacts to sheriff services to less-than-significant levels.

2. Mitigation:

The Project has been modified to substantially lessen or avoid these potentially significant impacts by the following mitigation measures, as described in Supplemental EIR No. 477, which are hereby adopted and will be implemented by the Mitigation Monitoring/Reporting Program.

a. The Riverside County Sheriff's Department shall review development proposals for the subject site per Riverside County requirements for all development proposals. The review process allows for the identification of additional manpower and equipment needed to meet the needs of the proposed development.

b. The Lake Nuevo Village Specific Plan shall address and mitigate development design issues in compliance with the Sheriff's review recommendations. This compliance shall enhance the quality of life for the future residents by providing greater safety and minimizing additional crime. The input from the review and the best elements of

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technology and design shall be utilized to discourage criminal activities.

c. The following design concepts shall be incorporated within each planning area:

- Circulation for pedestrians, vehicles, and police patrols;
- Lighting of streets, walkways, and bikeways;
- Visibility of doors and windows and between buildings from the street;
- Conformity of fencing heights and materials; and
- Landscaping which minimizes the potential criminal hiding places.

d. Developers fees shall be required pursuant to Riverside County Ordinance 659.7, the DIF Ordinance.

K. Public Service & Utilities – Schools

1. Impacts:

When the County certified the Original EIR and adopted Specific Plan No. 251, the County estimated Specific Plan No. 251 would generate approximately 229 students, including 137 elementary school students, 46 junior high/middle school students and 46 high school students. The Original EIR concluded that payment of development fees would reduce impacts on schools to less-than-significant levels.

Supplemental EIR No. 477 provides that the Project is required to mitigate its impacts on local schools, as mandated by the state, either through payment of school impact fees or through dedication of land for school sites, pursuant to negotiations with the school districts.

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2. Mitigation:

The Project has been modified to substantially lessen or avoid these potentially significant impacts by the following mitigation measures, as described in Supplemental EIR No. 477, which are hereby adopted and will be implemented as provided in the Mitigation Monitoring/Reporting Program.

- a. Developers' fees shall be required pursuant to state standards, or as pursuant to an agreement with the affected school districts, prior to issuance of building permits. Donated school sites may be used in lieu of the developer fees if the school district agrees to accept such sites and waive the fees.

L. Public Service & Utilities – Utilities

1. Impacts:

The Original EIR stated that implementation of Specific Plan No. 251 would increase the demand for utilities. However, it also stated that the authorized purveyors of such utilities indicated that adequate service could be provided to meet such increased demands. The Original EIR recommended mitigation measures to reduce utility-related impacts to less-than-significant levels.

Supplemental EIR No. 477 provides that the authorized purveyors of all required utilities have indicated that adequate service can be provided to meet the increased utility demands associated with the Project. Implementation of the recommended mitigation measures will reduce utility-related impacts to less-than-significant levels.

2. Mitigation:

The Project has been modified to substantially lessen or avoid these potentially significant impacts by the following mitigation

1 measures, as described in Supplemental EIR No. 477, which are  
2 hereby adopted and will be implemented as provided in the  
3 Mitigation Monitoring/Reporting Program.

- 4 a. The Project shall extend gas, electric, telephone, and cable  
5 facilities to the site.
- 6 b. Appropriate erosion controls shall be implemented during  
7 the construction of utility trenches, including the use of  
8 watering trucks to prevent dust.
- 9 c. Construction activities related to utility extension shall be  
10 limited to between the hours of 7:00 AM and 6:00 PM to  
11 reduce noise impacts to surrounding residents.
- 12 d. The applicant shall comply with guidelines provided by  
13 SCE and SCG in regard to easement restrictions,  
14 construction guidelines, protection of pipeline easement,  
15 and potential amendments to rights-of-way in the areas of  
16 any existing easements.
- 17 e. Effective energy conservation techniques such as solar  
18 energy and waste heat recovery uses shall be encouraged,  
19 where feasible, throughout the residential areas.
- 20 f. The affected utility companies shall determine compliance  
21 with these mitigation measures as a part of the mitigation  
22 monitoring program.

23 M. Public Service & Utilities -- Solid Waste

24 1. Impacts:

25 The Initial Study, prepared by the County of Riverside, indicated  
26 that no significant environmental impacts to solid waste services  
27 would occur as a result of the Project contemplated by Specific  
28 Plan No. 251.

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Supplemental EIR No. 477 provides that the County is in compliance with state waste diversion requirements and that the County has identified long-term landfill capacity. Supplemental EIR No. 477 further provides that all solid waste impacts associated with the Project will be less than significant with mitigation.

2. Mitigation:

The Project has been modified to substantially lessen or avoid these potentially significant impacts by the following mitigation measures, as described in Supplemental EIR No. 477, which are hereby adopted and will be implemented as provided in the Mitigation Monitoring/Reporting Program.

- a. Construction waste generated during development shall be properly disposed of and/or recycled as per County Waste Management Department policies.
- b. The permitted refuse hauler shall be informed regarding the programs being pursued relating to recycling and waste reduction (i.e., curbside recycling, buy-back centers, the collection of green and wood wastes for recycling or composting at the appropriate facility, etc.)

N. Public Service & Utilities -- Library Resources

1. Impacts:

The Initial Study, prepared by the County of Riverside, indicated that no significant environmental impacts to library resources would occur as a result of the Project contemplated by Specific Plan No. 251.

Supplemental EIR No. 477 provides that the Project will increase residential population by 125 units, thereby increasing the demand for library resources. However, Supplemental EIR No. 477 also

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provides that the implementation of the recommended mitigation measures will reduce such impacts to less-than-significant levels.

2. Mitigation:

The Project has been modified to substantially lessen or avoid these potentially significant impacts by the following mitigation measures, as described in Supplemental EIR No. 477, which are hereby adopted and will be implemented as provided in the Mitigation Monitoring/Reporting Program.

- a. The proposed Project shall pay library fees based on a one-time fee of \$341.00 per residential dwelling unit.

O. Noise – Project Specific

1. Impacts:

The Original EIR determined that project-specific construction noise would represent a short-term impact on ambient noise levels; however, much of that noise would occur away from existing residential land uses, which were considered the relevant noise sensitive receptors. The Original EIR also determined that noise associated with project-specific traffic would exceed the threshold of significance along Foothill Avenue between Citrus Avenue and Nuevo Road. This impact was considered significant along this roadway segment. The analysis of the Original EIR also indicated that limited portions of the project site might experience noise levels greater than 60 dB(A) CNEL without some form of mitigation. In order to mitigate these impacts associated with project-specific traffic on the project site, Specific Plan No. 251 included decorative noise walls along Foothill Avenue and Nuevo Road (west of Foothill Avenue). The Original EIR concluded that the Project site was not affected by noise from any major highway,

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railroad, or airport.

Supplemental EIR No. 477 provides that noise impacts associated with Project-specific construction will be very similar to those contemplated by Specific Plan No. 251. With regards to traffic noise, Supplemental EIR No. 477 explains that the Project will generate 6,735 fewer daily trips – a 69 percent reduction – on area roadways as a result of the change in the mix of residential and commercial uses (that is, as a result of the elimination of the commercial component associated with the Project). As a result of this reduction, the Project’s off-site traffic noise impacts will be substantially less than those assessed in the previously certified Original EIR and are determined by Supplemental EIR No. 477 to be less than significant with mitigation.

2. Mitigation:

The Project has been modified to substantially lessen or avoid these potentially significant impacts by the following mitigation measures, as described in Supplemental EIR No. 477, which are hereby adopted and will be implemented as provided in the Mitigation Monitoring/Reporting Program.

Construction Noise

- a. The Project applicant shall comply with the Riverside County Noise Ordinance. Hours of construction will be limited pursuant to Riverside County guidelines and enforcement. Specifically, construction adjacent to existing residential development shall be limited to the hours of 7:00 AM to 7:00 PM on Monday through Friday. Construction shall not be allowed on weekends or federal holidays.

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On-Site Noise Impacts

- b. Prior to approval of any final tract maps for the Lake Nuevo Specific Plan site, an acoustical study shall be prepared by a qualified acoustic consultant that would demonstrate that noise levels within frequent use areas of all on-site residential lots would not exceed 60 dB(A) CNEL, and that an interior standard of 45 dB(A) CNEL in all habitable rooms will be achieved.
- c. Prior to the issuance of any building permits, all freestanding acoustical barriers shall be shown on the Project plot plan illustrating height, location, and construction in a manner meeting the approval of the Riverside County. This plot plan shall be reviewed for compliance at the end of the particular construction phase as part of the mitigation monitoring program for the Project.

P. Traffic

1. Impacts:

When the County certified the Original EIR and adopted Specific Plan No. 251 in 1993, the County determined that Specific Plan No. 251 would cause deterioration in the then-existing level of service (“LOS”) at the following intersections:

- I-215/Nuevo Road (decrease from LOS E to LOS F);
- Perris Boulevard/Nuevo Road without signal (decrease from LOS C to LOS E);
- Dunlap Drive/Nuevo Road (decrease from LOS A to LOS B); and
- Foothill Avenue/Nuevo Road without signal

1 (decrease from LOS A to LOS B).

2 At the time the Original EIR was prepared, the area associated with  
3 Specific Plan No. 251 was not served by any transit services. The  
4 Original EIR recommended mitigation measures to reduce traffic  
5 impacts to less-than-significant levels.

6 On a cumulative basis, which considered Project traffic and traffic  
7 from other projects in the area, and reflected planned roadway  
8 improvements, the Original EIR determined that the then-existing  
9 LOS would deteriorate in the following intersections:

- 10 • I-215 Southbound (SB) Ramps/Ramona Expressway  
11 (decrease from LOS A to LOS D);
- 12 • I-215 Northbound (NB) Ramps/Ramona  
13 Expressway (decrease from LOS A to LOS B);
- 14 • Evans Road/Nuevo Road (decrease from LOS A to  
15 LOS D); and
- 16 • Dunlap Drive/Nuevo Road (decrease from LOS A to  
17 LOS C).

18 The Original EIR determined that cumulative impacts to the above  
19 intersections would be less than significant with the implementation  
20 of recommended mitigation.

21 The Supplemental EIR No. 477 analyzes traffic in two phases; that  
22 is, projected future traffic is estimated for both near-term (2008 and  
23 2009) and long-range (General Plan Buildout) conditions. For  
24 near-term conditions, "projected future traffic" is the sum of  
25 existing traffic, ambient growth, Project traffic, and traffic from  
26 other future projects in the study area that have been approved or  
27 are currently being processed. Long-range Project future traffic is  
28 based on the County of Riverside's travel demand model.

1 Daily and peak-hour trip generation at build-out of the Project is  
2 projected to be 3,015 trip-ends with 236 occurring during the A.M.  
3 peak hour and 318 occurring during the P.M. peak hour. When  
4 compared to Specific Plan No. 251, the proposed Amendment to  
5 Specific Plan No. 251 is expected to generate 6,735 fewer daily  
6 trips on area roadways ( $9,750 - 3,015 = 6,735$ ). As a result of this  
7 69 percent reduction, the Project's off-site traffic impacts will be  
8 less than those assessed in the Original EIR. The Project's off-site  
9 traffic impacts are as follows:

10 Level of Service for Existing Plus Ambient Growth Plus Project  
11 (2008)

12 Under this scenario, the following study area intersections are  
13 projected to operate at unacceptable levels of service during the  
14 peak hours with existing geometry:

- 15 • I-215 SB Ramps/Nuevo Road,
- 16 • East Frontage Road/Nuevo Road,
- 17 • Redlands Avenue/I-215 NB Ramps,
- 18 • I-215 SB Off-Ramps/Redlands Avenue, and
- 19 • Redlands Avenue/4<sup>th</sup> Street.

20 The EIR identifies that the East Frontage Road/Nuevo Road  
21 eastbound left-turn lane does not provide adequate storage for  
22 stacking under this scenario. The 95<sup>th</sup> percentile queue in the  
23 eastbound left-turn lane would result in vehicles extending into the  
24 eastbound through lane under PM peak hour conditions only. This  
25 queuing has the potential to lead to downstream blockages at the  
26 intersection of I-215 Northbound Ramps/Nuevo Road. The Project  
27 does not contribute to this queuing issue; rather it results from  
28 adding projected traffic from other growth in the area to the

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existing volume in the eastbound direction.

For the Old Nuevo Road/Nuevo Road intersection, the 95<sup>th</sup> percentile queue in the northbound left-turn lane would result in vehicles extending into the northbound through lane under PM peak hour conditions only. The queue would result in vehicles extending to the south and potentially blocking the driveway to the AM/PM mini-mart, located on the southwest corner of the intersection, but would not affect the arterial system along Nuevo Road. The queue in the southbound left-turn and right-turn lanes exists under PM peak hour conditions only. The queue would result in vehicles extending into the Perris Plaza parking lot and may potentially cause on-site circulation issues, but would not affect the arterial system along Nuevo Road. The Project does not contribute to the queuing issue observed at this intersection; rather the queuing issues are a result of growth to existing volumes in the northbound and southbound directions.

For the Redlands Avenue/I-215 Northbound Ramps intersection, the 95<sup>th</sup> percentile queue in the northbound left-turn lane would result in vehicles extending into the northbound through lane during the AM peak hour only. This has the potential to lead to downstream blockages at the intersection of I-215 Southbound Off Ramp and Redlands Avenue. The Project does not contribute to the queuing issue observed at this intersection and the queuing issues are a result of growth to existing volumes in the northbound direction.

For the I-215 Southbound Off Ramp/Redlands Avenue intersection, the 95<sup>th</sup> percentile queue in the northbound left-turn and right-turn lanes would result in degraded operations at the intersection of Redlands Avenue and 4<sup>th</sup> Street. The stacking distance required for

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the northbound left-turn lane during the AM peak hour is 9 feet more than the stacking distance provided. The transition for the northbound left-turn lane may provide enough additional stacking to accommodate this need. The Project does not contribute to the queuing issue observed at this intersection; rather they are a result of growth to existing volumes in the northbound direction.

For the Redlands Avenue/4<sup>th</sup> Street intersection, the 95<sup>th</sup> percentile queue in the southbound left-turn lane would result in degraded operations at the intersection of I-215 Southbound Off-Ramp and Redlands Avenue during the AM peak hour only. The queue in the eastbound through lane would result in downstream blockages at the intersection of Wilkerson Avenue and 4<sup>th</sup> Street during the PM peak hour only. The Project does not contribute to the queuing issue observed at this intersection in the eastbound through lanes; rather such queuing issues are a result of growth to existing volumes in the eastbound direction.

The Riverside County Transportation Commission (RCTC) has commissioned \$1.0 million of Western County Measure "A" Highway funds to support Improvement of the I-215/SR-74/"G" Street Interchange in the City of Perris. The planned improvements for the I-215/SR-74/"G" Street Interchange in the City of Perris will improve the operations at the I-215 Freeway and Redlands Avenue Interchange Area.

No additional traffic signals are projected to be warranted under the year 2008 analysis scenario.

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1 Level of Service for Existing Plus Ambient Growth Plus Project  
2 (2009)

3 Under this scenario, the following study area intersections are  
4 projected to operate at unacceptable levels of service during the  
5 peak hours with existing geometry:

- 6 • I-215 SB Ramps/Nuevo Road,
- 7 • East Frontage Road/Nuevo Road,
- 8 • Redlands Avenue/I-215 NB Ramps,
- 9 • I-215 SB Off-Ramps/Redlands Avenue, and
- 10 • Redlands Avenue/4<sup>th</sup> Street.

11 The northbound right-turn lane at the I-215 Northbound  
12 Ramps/Nuevo Road intersection will not provide adequate storage  
13 for stacking under this scenario. The 95<sup>th</sup> percentile queue in the  
14 northbound right-turn lane exists during the PM peak hour only and  
15 may spillback into the northbound through lane. The Project does  
16 not contribute to the queuing issue observed at this intersection;  
17 rather it is a result of growth to existing volumes in the northbound  
18 direction.

19 East Frontage Road/Nuevo Road: The 95<sup>th</sup> percentile queue in the  
20 eastbound left-turn lane of East Frontage Road/Nuevo Road would  
21 result in vehicles extending into the eastbound through lane. This  
22 queuing has the potential to lead to downstream blockages at the  
23 intersection of Old Nuevo Road/Nuevo Road. The Project does not  
24 contribute to the queuing issue; rather it is a result of growth to  
25 existing volumes in the eastbound direction.

26 For the Old Nuevo Road/Nuevo Road intersection, the 95<sup>th</sup>  
27 percentile queue in the northbound left-turn lane would result in  
28 vehicles extending into the northbound through lane. The queue

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would result in vehicles extending to the south and potentially blocking the driveway to the AM/PM mini-mart, located on the southwest corner of the intersection, but would not affect the arterial system along Nuevo Road. The queue in the southbound left-turn lane exists under PM peak hour conditions only. The queue in the southbound left-turn and right-turn lanes would result in vehicles extending into the Perris Plaza parking lot and may potentially cause on-site circulation issues, but would not affect the arterial system along Nuevo Road. The Project does not contribute to the queuing issues observed at this intersection; rather they are a result of growth to existing volumes in the northbound and southbound directions.

For the I-215 Southbound Off Ramp/Redlands Avenue intersection, the 95<sup>th</sup> percentile queue in the northbound left-turn and right-turn lanes would result in degraded operations at the intersection of Redlands Avenue and 4<sup>th</sup> Street. The Project does not contribute to the queuing issue observed at this intersection; rather it is a result of growth to existing volumes in the northbound direction.

For the Redlands Avenue/4<sup>th</sup> Street intersection, the 95<sup>th</sup> percentile queue in the southbound left-turn lane would result in degraded operations at the intersection of I-215 Southbound Off Ramp and Redlands Avenue during the AM peak hour only. The queue in the eastbound through lane would result in downstream blockages at the intersection of Wilkerson Avenue and 4<sup>th</sup> Street during the PM peak hour only. The Project does not contribute to the queuing issue observed at this intersection in the eastbound through lanes; rather it is a result of growth to existing volumes in the eastbound direction.

Again, the RCTC has commissioned \$1.0 million of Western County Measure "A" Highway funds to support Improvement of the I-

1 215/SR-74/"G" Street Interchange in the City of Perris. The planned  
2 improvements for the I-215/SR-74/"G" Street Interchange in the City  
3 of Perris will improve the operations at the I-215 Freeway and  
4 Redlands Avenue Interchange Area.

5 For the 2009 scenario, an additional traffic signal is warranted at  
6 the intersection of Foothill Avenue and Nuevo Road.

7 Level of Service for Existing Plus Ambient Growth Plus Project  
8 Plus Other Development

9 Under this scenario, the following study area intersections are  
10 projected to operate at unacceptable levels of service during the  
11 peak hours with existing geometry:

- 12 • I-215 SB Ramps/Nuevo Road,
- 13 • I-215 NB Ramps/Nuevo Road,
- 14 • East Frontage Road/Nuevo Road,
- 15 • Old Nuevo Road/Nuevo Road,
- 16 • Perris Boulevard/Nuevo Road,
- 17 • Redlands Avenue/Nuevo Road,
- 18 • Redlands Avenue/San Jacinto Avenue,
- 19 • Redlands Avenue/I-215 NB Ramps,
- 20 • I-215 SB Off-Ramps/Redlands Avenue,
- 21 • Redlands Avenue/4<sup>th</sup> Street,
- 22 • Dunlap Drive/Nuevo Road,
- 23 • Foothill Avenue/Nuevo Road, and
- 24 • Menifee Road/Nuevo Road.

25 Adequate storage would be provided at the I-215/Nuevo Road  
26 interchange area with the exception of the following:

- 27 • I-215 SB Ramps/Nuevo Road (southbound through lane,  
28 westbound left-turn lane),

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- I-215 NB Ramps/Nuevo Road (northbound right-turn lane, westbound through lane, westbound right-turn lane),
- East Frontage Road/Nuevo Road (southbound left-turn lane, eastbound left-turn lane), and
- Old Nuevo Road/Nuevo Road (eastbound through lane, westbound through lane).

With planned improvements in place, stacking at most locations would be adequate except for the following locations:

At I-215 Northbound Ramps/Nuevo Road, the 95<sup>th</sup> percentile queue in the northbound right-turn lane exists during the PM peak hour only and may spill back into the northbound through lane. The Project does not contribute to the queuing issue observed at this intersection; rather it is a result of growth to existing volumes in the northbound direction. The queue in the westbound right-turn lane would result in the queue extending into the westbound through lanes, which may lead to upstream blockages at the intersection of East Frontage Road and Nuevo Road.

At East Frontage Road/Nuevo Road, the 95<sup>th</sup> percentile queue in the eastbound left-turn lane would result in vehicles extending into the eastbound through lane. The queue in the eastbound left-turn and through lanes has the potential to lead to downstream blockages at the intersection of I-215 Northbound Ramps and Nuevo Road. The Project does not contribute to the queuing issues observed at this intersection; rather they are a result of growth to existing volumes in the eastbound direction. The high volume of left turns at this intersection may be due to vehicles accessing the nearby commercial center.

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At Old Nuevo Road/Nuevo Road, the 95<sup>th</sup> percentile queue in the northbound left-turn lane would result in vehicles extending into the northbound through lane. The queue would result in vehicles extending to the south and potentially blocking the driveway to the AM/PM mini-mart, located on the southwest corner of the intersection, but would not affect the arterial system along Nuevo Road. The queue in the southbound right-turn lane exists under PM peak hour conditions only. The stacking distance required for the southbound right-turn lane during the AM peak hour is 8 feet more than the stacking distance provided. The transition for the southbound right-turn lane may provide enough stacking to accommodate this need. The queue in the southbound right-turn lane would result in vehicles extending into the Perris Plaza parking lot and may potentially cause on-site circulation issues, but would not affect the arterial system along Nuevo Road. The queue in the eastbound through lanes may lead to downstream blockages at the intersection of East Frontage Road and Nuevo Road. The queue in the westbound left-turn lane would result in the vehicles extending into the westbound through lanes. The queue in the westbound left and through lanes may lead to upstream blockages at the intersection of Perris Boulevard and Nuevo Road. The queue in the eastbound through and westbound left-turn lanes exists under PM peak hour conditions only. The Project does not contribute to the queuing issues observed for the northbound leg, southbound leg and westbound left-turn movement; rather they are a result of growth to existing volumes.

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At Redlands Avenue/San Jacinto Avenue, the 95<sup>th</sup> percentile queue in the southbound left-turn lane would result in vehicles extending into the southbound through lane under AM peak hour conditions only. This has the potential to lead to downstream blockages at the intersection of Redlands Avenue and Nuevo Road. The queue in the eastbound left-turn lane would result in vehicles extending into the eastbound through lane under AM peak hour conditions only. The stacking distance required for the eastbound left-turn lane is 4 feet more than the stacking distance provided. The transition for the eastbound left-turn lane may provide enough additional stacking to accommodate this need. The queue in the westbound left-turn lane would result in vehicles extending into the westbound through lane under AM peak hour conditions only. The Project does not contribute to the queuing issues observed at this intersection; rather they are a result of growth to existing volumes.

At Redlands Avenue/I-215 Northbound Ramps, the 95<sup>th</sup> percentile queue in the northbound left-turn lane would result in vehicles extending into the northbound through lane under AM peak hour conditions only. This has the potential to lead to upstream blockages at the intersection of I-215 Southbound Off-Ramp and Redlands Avenue. The queue in the westbound right-turn lane would result in vehicles extending into the westbound through lane under AM peak hour conditions only. Physical constraints of the bridge along Redlands Avenue, between the I-215 Northbound Ramps and the Southbound Off-Ramp, limits the ability to mitigate the queuing issues for the northbound left-turn lane at the I-215 Northbound Ramps.

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At I-215 SB Off Ramp/Redlands Avenue, the 95<sup>th</sup> percentile queue in the northbound left and right-turn lanes would result in vehicles extending into the northbound through lane. This has the potential to lead to downstream blockages and degraded operations at the intersection of Redlands Avenue and 4<sup>th</sup> Street. The queue in the northbound right-turn lane exists under AM peak hour conditions only. The Project does not contribute to the queuing issues observed at this intersection; rather they are a result of growth to existing volumes in the northbound direction.

At Redlands Avenue/4<sup>th</sup> Street, the 95<sup>th</sup> percentile queue in the southbound left-turn lane would result in degraded operations at the intersection of I-215 Southbound Off-Ramp and Redlands Avenue.

The RCTC has commissioned \$1.0 million of Western County Measure "A" Highway funds to support the Project development work required for the improvement of the I-215/SR-74/"G" Street Interchange in the City of Perris. These planned improvements for the I-215/SR-74/"G" Street Interchange in the City of Perris may improve the operations at the I-215 Freeway and Redlands Avenue Interchange Area.

For this scenario, a traffic signal would be warranted at the Dunlap Drive/Nuevo Road intersection.

Level of Service for General Plan Buildout (Long-Range Conditions)

Under this scenario, the following study area intersections are projected to operate at unacceptable levels of service during the peak hours with existing geometry:

- East Frontage Road/Nuevo Road,
- I-215 Southbound Ramps/Nuevo Road,

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- I-215 Northbound Ramps/Nuevo Road,
- East Frontage Road/Nuevo Road,
- Old Nuevo Road/Nuevo Road,
- Perris Boulevard/Nuevo Road,
- Redlands Avenue/Nuevo Road,
- Dunlap Drive/Nuevo Road,
- Foothill Avenue/Nuevo Road, and
- Ramona Expressway/Rider Street.

Without improvements to the I-215/Nuevo Road Interchange Area in place, stacking at most locations would be adequate except for the following locations:

- I-215 Southbound Ramps/Nuevo Road (southbound through lane, southbound right-turn lane, eastbound through lane, westbound left-turn lane),
- I-215 Northbound Ramps/Nuevo Road (northbound right-turn lane, eastbound left-turn lane, eastbound through lane, westbound through lane, westbound right-turn lane), and
- Old Nuevo Road/Nuevo Road (northbound left-turn lane, southbound through lane, southbound right-turn lane, eastbound left-turn lane, eastbound through lane westbound left-turn lane, westbound through lane).

With the recommended geometric improvements to the I-215/Nuevo Road Interchange Area in place, stacking at most locations would be adequate except for the following locations:

At I-215 Southbound Ramps/Nuevo Road, the 95<sup>th</sup> percentile queue in the eastbound through lane would result in downstream blockages at the intersection of West Frontage Road and Nuevo

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Road. The queue in the westbound left-turn lane would result in vehicles extending into the westbound through lane during the PM peak hour only. The stacking issue exists under current (existing) conditions and is not due to additional Project traffic. Physical constraints due to intersection spacing between I-215 Southbound Ramps and West Frontage Road limits the ability to mitigate the queuing issues for the westbound left-turn movement at the I-215 Southbound Ramps.

At I-215 Northbound Ramps/Nuevo Road, the 95<sup>th</sup> percentile queue in the westbound right-turn lane would result in the queue extending into the westbound through lanes which may lead to upstream blockages at the intersection of East Frontage Road and Nuevo Road under AM peak hour conditions only.

At East Frontage Road/Nuevo Road, the 95<sup>th</sup> percentile queue in the eastbound left-turn lane would result in vehicles extending into the eastbound through lane. The queue in the eastbound left-turn and through lanes has the potential to lead to downstream blockages at the intersection of I-215 Northbound Ramps and Nuevo Road. The Project does not contribute to the queuing issue observed at this intersection; rather it is a result of growth to existing volumes in the eastbound direction. The high volume of left turns at this intersection may be due to vehicles accessing the nearby commercial center. The queue in the westbound through lane has the potential to lead to upstream blockages at the intersection of Old Nuevo Road and Nuevo Road.

At Old Nuevo Road/Nuevo Road, the 95<sup>th</sup> percentile queue in the northbound left-turn lane would result in vehicles extending into the northbound through lane. The queue would result in vehicles

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extending to the south and potentially blocking the driveway to the AM/PM mini-mart, located on the southwest corner of the intersection, but would not affect the arterial system along Nuevo Road. The queue in the southbound right-turn and left-turn lane exists under PM peak hour conditions only. The stacking distance required for the southbound right-turn lane during the AM peak hour is 9 feet more than the stacking distance provided. The transition for the southbound right-turn lane may provide enough stacking to accommodate this need. The queue in the southbound right-turn lane would result in vehicles extending into the Perris Plaza parking lot and may potentially cause on-site circulation issues, but would not affect the arterial system along Nuevo Road. The queue in the eastbound through lanes may lead to downstream blockages at the intersection of East Frontage Road and Nuevo Road under PM peak hour conditions only. The queue in the westbound left-turn lane would result in the vehicles extending into the westbound through lanes during PM peak hour conditions only. The stacking distance required for the westbound left-turn lane during the PM peak hour is 3 feet more than the stacking distance provided. The transition for the westbound right-turn lane may provide enough stacking to accommodate this need. The queue in the westbound left and through lanes may lead to upstream blockages at the intersection of Perris Boulevard and Nuevo Road. The queue in the eastbound through and westbound left-turn lanes exists under PM peak hour conditions only. The Project does not contribute to the queuing issue observed for the northbound leg, southbound leg and westbound left-turn movement, and the queuing issues are a result of growth to existing volumes.

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1 For the General Plan Buildout scenario, the traffic analysis  
2 indicates that traffic signals will be warranted at the following  
3 additional study area intersections:

- 4 • Evans Road/Nuevo Road,
- 5 • Evans Road/San Jacinto Avenue,
- 6 • Evans Road/I-215 Northbound Ramps, and
- 7 • Evans Road/I-215 Southbound Ramps.

8 2. Mitigation:

9 On-Site Mitigation Measures

- 10 a. All roads shall be improved per the recommended General  
11 Plan or Specific Plan designation, as approved by the  
12 County Board of Supervisors, or as approved by the  
13 Transportation Department.
- 14 b. The Project proponent shall be required to pay the  
15 Transportation Uniform Mitigation Fee (TUMF) in  
16 accordance with the fee schedule in effect at the time of  
17 issuance of a building permit, pursuant to Ordinance No.  
18 824.
- 19 c. Site-specific traffic studies will be required for all  
20 subsequent development proposals within the boundaries of  
21 the proposed Amendment to Specific Plan No. 251, as  
22 approved by the Transportation Department. These  
23 subsequent traffic studies shall identify the specific impacts  
24 associated with such subsequent proposals, and all needed  
25 roadway improvements, prior to the commencement of each  
26 development phase.
- 27 d. Construction of on-site improvements shall occur in  
28 conjunction with adjacent Project development activity or

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as needed for Project access purposes.

- e. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project site.
- f. Sight distance at each Project access roadway should be reviewed with respect to standard Caltrans and Riverside County sight distance standards at the time of preparation of final grading, landscape and street improvement plans.
- g. Construct Sunset Avenue at its ultimate width from the westerly Project boundary to the easterly boundary.
- h. Construct Foothill Avenue from Sunset Avenue to Nuevo Road at its ultimate width (100 feet between intersections and 112 feet at intersections, as necessary) as a Secondary in conjunction with development.
- i. Construct Nuevo Road from the westerly Project boundary to the easterly Project boundary at its ultimate half-section width (76 feet or greater as determined by the Transportation Department) as an Urban Arterial in conjunction with development.
- j. The intersection of Driveway A (NS) at Sunset Avenue (EW) shall be improved to provide the following ultimate geometrics:
  - Northbound: One shared left/right-turn lane
  - Southbound: N/A
  - Eastbound: One shared through/right-turn lane
  - Westbound: One shared left-turn/through lane
- k. The intersection of Driveway B (NS) at Sunset Avenue (EW) shall be improved to provide the following ultimate

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geometrics:

- Northbound: One shared left/right-turn lane
- Southbound: N/A
- Eastbound: One shared through/right-turn lane
- Westbound: One shared left-turn/through lane

l. The intersection of Foothill Avenue (NS) at Driveway C (EW) shall be improved to provide the following ultimate geometrics:

- Northbound: One left-turn lane, two through lanes, and one right-turn lane
- Southbound: One left-turn lane and two through lanes
- Eastbound: One left-turn lane and one shared through/right-turn lane
- Westbound: One left-turn lane and one shared through/right-turn lane.

m. The intersection of Driveway D (NS) at Sunset Avenue (EW) shall be improved to provide the following ultimate geometrics:

- Northbound: One shared left-turn/through lane
- Southbound: One shared through/right-turn lane
- Eastbound: One shared left-right-turn lane
- Westbound: N/A

Off-Site Mitigation Measures

n. Prior to occupancy of the 167th dwelling unit, install a traffic signal at the intersection of Dunlap Road at Nuevo Road with fee credit eligibility. The Specific Plan proponent and all subsequent implementing projects within the

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Specific Plan shall be responsible for design and construction of the signal or as approved by the Transportation Department.

o. Prior to occupancy of the 315th dwelling unit, install a traffic signal at the intersection of Foothill Avenue at Nuevo Road with fee credit eligibility. The Specific Plan proponent and all subsequent implementing projects within the Specific Plan shall be responsible for design and construction of the signal or as approved by the Transportation Department.

p. Prior to occupancy of the 315th dwelling unit, install a traffic signal at the intersection of Menifee Road at Nuevo Road with fee credit eligibility. The Specific Plan proponent and all subsequent implementing projects within the Specific Plan shall be responsible for design and construction of the signal or as approved by the Transportation Department.

q. Prior to occupancy of the 315th dwelling unit, install a traffic signal at the intersection of Foothill Avenue at Driveway C with no credit given for Traffic Signal Mitigation Fees or as approved by the Transportation Department. The Specific Plan proponent and all subsequent implementing projects within the Specific Plan shall be responsible for design and construction of the signal or as approved by the Transportation Department.

r. The intersection of Foothill Avenue (NS) at Nuevo Road (EW) shall be improved to provide the following geometrics:

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- Northbound: N/A
  - Southbound: One left-turn lane and one right-turn lane
  - Eastbound: One left-turn lane and two through lanes
  - Westbound: Three through lanes and one right-turn lane
- s. Prior to occupancy of the 167th dwelling unit, the intersection of Dunlap Road (NS) at Nuevo Road (EW) shall be improved to provide the following geometrics:
- Northbound: One left-turn lane and one shared through/right-turn lane
  - Southbound: One left-turn lane and one shared through/right-turn lane
  - Eastbound: One left-turn lane, one through lane, and one shared through/right-turn lane
  - Westbound: One left-turn lane, one through lane, and one shared through/right-turn lane
- t. Prior to occupancy of the 315th dwelling unit, the intersection of Menifee Road (NS) at Nuevo Road (EW) shall be improved to provide the following geometrics:
- Northbound: One left-turn lane and one right-turn lane
  - Southbound: N/A
  - Eastbound: One through lane and one right-turn lane
  - Westbound: One left-turn lane and one through lane
- u. Prior to the occupancy of the 167th dwelling unit, Nuevo Road shall be improved to four lanes from the western

1 boundary of the Specific Plan to the intersection of Dunlap  
2 Road. Any right-of-way required to provide these  
3 conditioned four lanes is the responsibility of the  
4 landowner/developer, or as approved by the Transportation  
5 Department. If condemnation is required to obtain off-site  
6 right-of-way, provisions contained in Ordinance 460,  
7 Section 3.2.J shall apply.

- 8 v. The Project shall participate in funding or construction of  
9 off-site improvements that are needed to serve existing plus  
10 ambient plus Project plus other development conditions  
11 (widen Nuevo Road from Dunlap to Menifee to four lanes)  
12 through the payment of Western Riverside County TUMF  
13 and DIF. The Project proponent shall be required to pay the  
14 TUMF in accordance with the fee schedule in effect at the  
15 time of issuance of a building permit, pursuant to Ordinance  
16 No. 824.

17 Q. Aesthetics -- Open Space and Conservation

18 1. Impacts:

19 During the certification process of the Original EIR, the County  
20 determined that a significant and unavoidable impact would occur  
21 as a result of the elimination of local farmland which was, at that  
22 time, not being used as such. The County adopted a Statement of  
23 Overriding Conditions with regard to this significant, unavoidable  
24 impact to open space and conservation in the Original EIR.

25 Supplemental EIR No. 477 explains that the proposed Project site is  
26 designated for urban development in the current General Plan and  
27 Lakeview/Nuevo Area Plan. No agricultural uses are presently  
28 occurring on site, and former agricultural uses on site were dry-

1 farmed. The proposed Lake Nuevo Village land use plan is  
2 consistent with the CDF land uses identified in the  
3 Lakeview/Nuevo Area Plan and the General Plan. With  
4 implementation of the mitigation measure provided below, impacts  
5 will be less than significant.

6 2. Mitigation:

7 The Project has been modified to substantially lessen or avoid these  
8 potentially significant impacts by the following mitigation measure,  
9 as described in Supplemental EIR No. 477, which is hereby  
10 adopted and will be implemented as provided in the Mitigation  
11 Monitoring/Reporting Program.

12 a. The unique rock outcroppings of the Bernasconi Hills in the  
13 northeast corner of the Project site shall be preserved as  
14 open space.

15 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following impacts  
16 potentially resulting from the adoption of the proposed Amendment to Specific Plan No. 251  
17 cannot be fully mitigated and will be only partially avoided or lessened by the mitigation  
18 measures hereinafter specified; a statement of overriding findings is therefore included herein:

19 A. Air Quality

20 1. Impacts:

21 When the County certified the Original EIR and adopted Specific  
22 Plan No. 251 in November of 1993, it determined that the project  
23 contemplated therein would have significant and unavoidable air  
24 quality impacts on a project-specific basis, despite implementation  
25 of all feasible mitigation measures. The County also found that  
26 carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>) and volatile organic  
27 compounds (VOC) emissions resulting from Specific Plan No. 251  
28 would exceed the threshold criteria of SCAQMD, thereby creating

1 significant impacts. The Original EIR provided that, so long as  
2 adequate roadway capacity was made a condition of approval of  
3 future development, Specific Plan No. 251 would not give rise to  
4 any significant, cumulative air quality impacts. The Original EIR  
5 recommended mitigation measures, but the effects of their  
6 implementation were not quantified.

7 Since the certification of the Original EIR, the SCAQMD updated  
8 and changed its operational thresholds. Supplemental EIR No. 477  
9 takes into account the SCAQMD's updates and changes. In doing  
10 so, it concludes that the proposed Amendment to Specific Plan No.  
11 251 will create construction-related emissions which are  
12 significant. Specifically, VOC, NO<sub>x</sub> and CO emissions will be  
13 significant during the first year of construction and VOC emissions  
14 will be significant during the second year of construction.

15 Supplemental EIR No. 477 further provides that the proposed  
16 Amendment to Specific Plan No. 251 will create significant and  
17 unavoidable air quality impacts related to construction despite  
18 adopting all feasible mitigation measures.

19 Supplemental EIR No. 477 concluded that, even though (i) the  
20 proposed Amendment to Specific Plan No. 251 shows at least a one  
21 percent per year reduction in Project emissions of CO, VOC, NO<sub>x</sub>,  
22 and PM<sub>10</sub>; (ii) a likely similar reduction in SO<sub>x</sub> emissions; and (iii)  
23 the Project is consistent with 2003 Air Quality Management Plan  
24 ("AQMP"), as a conservative and "worst-case" approach, the  
25 proposed Amendment to Specific Plan No. 251 does increase  
26 emissions in an air basin which is already in a non-attainment zone  
27 for ozone (VOC and NO<sub>x</sub> as ozone precursors), and PM<sub>10</sub>.  
28 Therefore, Supplemental EIR No. 477 provides that the proposed

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Amendment to Specific Plan No. 251 is considered to contribute to significant adverse cumulative air quality impacts, even with mitigation.

2. Mitigation:

The County finds that the Project will create significant and unavoidable air quality impacts related to construction and cumulative operational use, despite adopting all feasible mitigation measures. Changes or alterations have been required or incorporated into the proposed Amendment to Specific Plan No. 251, which attempts to avoid or lessen the significant air quality effects, as identified in Supplemental EIR No. 477, through implementation of the mitigation measures described below. Nevertheless, implementation of the Project will result in significant and unavoidable impacts.

Mitigation Measures - Construction:

- a. During construction, the applicant shall implement all rules and regulations adopted by the Governing Board of the SCAQMD which are applicable to the development of the subdivision (such as Rule 402 - Nuisance, Rule 403 - Fugitive Dust, Rule 1113 - Architectural Coatings) and which are in effect at the time of development. The purpose of Rule 403 is to reduce the amount of particulate matter entrained in the ambient air as a result of man-made fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or man-made condition capable of generating fugitive dust such as mass and remedial grading, as well as weed abatement and stockpiling of construction materials

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(i.e., rock, earth, gravel). Rule 403 requires that grading operations either (1) take actions specified in Tables 1 and 2 of the Rule for each applicable source of fugitive dust and take certain notification and record keeping actions; or (2) obtain an approved Fugitive Dust Control Plan.

Each future subdivision proposed in association with the Specific Plan shall implement the following if found applicable and feasible:

Grading

- i. Apply non-toxic soil stabilizers according to manufacturers' specification to all inactive construction areas (previously graded areas inactive for 10 days or more).
- ii. Replace groundcover in disturbed areas as quickly as possible.
- iii. Enclose, cover, water twice daily, or apply non-toxic soil binders according to manufacturers' specifications, to exposed piles (i.e., gravel, sand, dirt) with 5 percent or greater silt content.
- iv. Water active sites at least twice daily.
- v. Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- vi. Monitor for particulate emissions according to district-specified procedures.
- vii. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical

1 distance between top of the load and the top of the  
2 trailer) in accordance with the requirements of  
3 California Vehicle Code (CVC) Section 23114.

4 Paved Roads

- 5 viii. Sweep paved streets at the end of the day if visible  
6 soil material is carried onto adjacent public paved  
7 roads (recommend water sweepers with reclaimed  
8 water).
- 9 ix. Install wheel washers where vehicles enter and exit  
10 unpaved roads onto paved roads, or wash off trucks  
11 and any equipment leaving the site each trip.

12 Unpaved Roads

- 13 x. Apply water three times daily, or non-toxic soil  
14 stabilizers according to manufacturers'  
15 specifications, to all unpaved parking or staging  
16 areas or unpaved road surfaces.
- 17 xi. Reduce traffic speeds on all unpaved roads to 15  
18 mph or less.
- 19 xii. Pave construction roads that have a traffic volume of  
20 more than 50 daily trips by construction equipment,  
21 150 total daily trips for all vehicles.
- 22 xiii. Pave all construction access roads at least 100 feet  
23 onto the site from the main road.
- 24 xiv. Pave construction roads that have a daily traffic  
25 volume of less than 50 vehicular trips.
- 26 b. As part of the approval of each future subdivision proposed  
27 in association with the Specific Plan, each of the  
28 construction emission reduction measures indicated below

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(and in Tables 11-2 and 11-3 of the SCAQMD's California Environmental Quality Act (CEQA) Air Quality Handbook, as amended) shall be required through conditions of approval to be implemented if found applicable and feasible for that subdivision:

On-Road Mobile Source Construction Emissions

- i. Configure construction parking to minimize traffic interference.
- ii. Provide temporary traffic controls when construction activities have the potential to disrupt traffic to maintain traffic flow (e.g., signage, flag person, detours).
- iii. Schedule construction activities that affect traffic flow to off-peak hours (e.g., between 7:00 P.M. and 6:00 A.M. and between 10:00 A.M. and 3:00 P.M.).
- iv. Develop a construction traffic management plan that includes the following measures to address construction traffic that has the potential to affect traffic on public streets:
  - Rerouting construction traffic off congested streets;
  - Consolidating truck deliveries; and
  - Providing temporary dedicated turn lanes for movement of construction trucks and equipment on and off of the site.
- v. Prohibit truck idling in excess of two minutes.

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Off-Road Mobile Source Construction Emissions

- vi. Suspend use of all construction equipment operations during second stage smog alerts.
- vii. Prevent trucks from idling longer than two minutes.
- viii. Use electricity from power poles rather than temporary diesel-powered generators.
- ix. Use electricity from power poles rather than temporary gasoline-powered generators.
- x. Use methanol- or natural gas-powered mobile equipment instead of diesel.
- xi. Use propane- or butane-powered on-site mobile equipment instead of gasoline.

Mitigation Measures - Operational:

- 3. As part of the approval of each future subdivision proposed in association with the Amendment to Specific Plan No. 251 and its general area, each of the following operational emission reduction measures - from Tables 11-6 and 11-7 of the SCAQMD's CEQA Air Quality Handbook, as amended, and known to quantifiably reduce VOC and CO emissions - shall be required through conditions of approval to be implemented if found applicable and feasible for that subdivision.
  - a. Solar or low emission water heaters shall be installed in all single-family residences as applicable.
  - b. Built-in energy-efficient appliances shall be installed in all single-family residences as applicable.
  - c. Double-glass paned windows shall be installed in all single-family residences as applicable.

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1 d. Light-colored roof materials to reflect heat shall be installed  
2 on all single-family residences and on park structures as  
3 applicable.

4 e. All buildings meant for human occupation shall comply  
5 with Title 24 requirements.

6 Notwithstanding the foregoing, the implementation of the  
7 mitigation measures described above will not be sufficient to  
8 reduce all air quality impacts to less-than-significant levels.

9 The County also finds that specific economic, legal, social,  
10 technological, or other considerations make infeasible the  
11 unadopted mitigation measures (if any), or Project alternatives  
12 identified in Supplemental EIR No. 477. No additional mitigation  
13 measures have been identified in the Original EIR or in  
14 Supplemental EIR No. 477 to further lessen air quality impacts. No  
15 Project alternative has been identified in Supplemental EIR No. 477  
16 that would substantially reduce these air quality impacts, other than  
17 the "No Project Alternative," which was (and is) rejected because  
18 it: (1) fails to use the Project site as intended by the County; that is,  
19 it would fail to use the property as zoned and designated by the  
20 County's General Plan or zoned and designatd by Specific Plan No.  
21 251; (2) fails to meet any of the basic objectives of the Project,  
22 including providing housing and employment opportunities; and (3)  
23 fails to provide the numerous Project benefits set forth below. In  
24 fact, even Specific Plan No. 251 will cause at least some air quality  
25 impacts which are not associated with the proposed Amendment to  
26 Specific Plan No. 251. The proposed Amendment to Specific Plan  
27 No. 251 will reduce daily trips associated with it by 69 percent, as  
28 compared to Specific Plan No. 251. Moreover, air quality impacts

1 are likely to occur regardless of whether the subject property is  
2 developed according to Specific Plan No. 251 or according to the  
3 proposed Amendment to Specific Plan No. 251. As a result -- and  
4 despite the significant and unavoidable air quality impacts related  
5 to the proposed Amendment to Specific Plan No. 251 -- the  
6 proposed Amendment is environmentally superior with regards to  
7 air quality.

8 A Statement of Overriding Considerations was adopted in 1993  
9 with respect to the significant and unavoidable air quality impacts  
10 identified in the Original EIR, which is hereby incorporated by this  
11 reference. In addition, the County now adopts a new Statement of  
12 Overriding Considerations for these impacts and the additional  
13 significant and unavoidable air quality impacts identified in  
14 Supplemental EIR No. 477, based on the fact that specific  
15 environmental, economic, social and other benefits of the proposed  
16 Amendment to Specific Plan No. 251 substantially outweigh the  
17 proposed Amendment's significant and unavoidable air quality  
18 impacts, as more fully set forth in the Statement of Overriding  
19 Considerations below, which is incorporated by this reference.

20 Any remaining significant adverse air quality impacts of the Project  
21 are determined to be acceptable due to the overriding social,  
22 economic, environmental and other benefits of the Project, as more  
23 fully set forth below in the Statement of Overriding Considerations.

24 B. Noise – Cumulative

25 1. Impacts:

26 The Original EIR found that construction-related noise associated  
27 with other approved and proposed Projects would impact noise  
28 conditions on a short term basis. It also determined that significant

1 cumulative noise impacts would occur along nine roadway  
2 segments -- within the vicinity of the Project site -- as a result of  
3 cumulative increases in the traffic volumes. Those roadway  
4 segments included:

- 5 • I-215: Nuevo Road-South,
- 6 • Dunlap Drive: Citrus Avenue-Nuevo Road,
- 7 • Dunlap Drive: South of Nuevo Road,
- 8 • Foothill Avenue: Citrus Avenue-Nuevo Road,
- 9 • Pico Avenue: South Nuevo Road,
- 10 • Citrus Avenue: Evans Road-Dunlap Drive,
- 11 • Nuevo Road: East Perris Boulevard-Evans Road,
- 12 • Nuevo Road: Dunlap Drive-Foothill Avenue, and
- 13 • Nuevo Road: Dawson-Pico Avenue.

14 The Original EIR concluded that the mitigation measures  
15 recommended therein would mitigate such impacts to less-than-  
16 significant levels.

17 Supplemental EIR No. 477 provides that – on a cumulative basis –  
18 traffic volumes on area roadways are projected to be greater than  
19 they were in the Original EIR. As a result, cumulative traffic noise  
20 impacts will be greater than previously assessed, but not  
21 substantially greater with the exception of the cumulative noise  
22 along Perris Boulevard north of Nuevo Road. There are known  
23 noise sensitive receptors along this roadway segment and a  
24 significant noise impact would occur at those receptors as a result  
25 of cumulative development. Nevertheless, since such cumulative  
26 impacts are only projected to occur along one roadway segment, the  
27 contribution of the proposed Amendment to Specific Plan No. 251  
28 to cumulative impacts is not cumulatively considerable.

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2. Mitigation:

The proposed Amendment to Specific Plan No. 251 will have a slightly more severe cumulative noise impact than the Original Project as contemplated by Specific Plan No. 251, based upon the cumulative traffic growth that has occurred on adjacent roadways over the past 13 years since approval of Specific Plan No. 251.

However, changes or alterations have been required or incorporated into the Revised Project which avoid or substantially lessen most of the significant cumulative noise impacts, as identified in Supplemental EIR No. 477, through implementation of the following mitigation measures:

Construction-Related

a. The Project applicant shall comply with the Riverside County Noise Ordinance. Hours of construction will be limited pursuant to Riverside County guidelines and enforcement. Specifically, construction adjacent to existing residential development shall be limited to the hours of 7:00 AM to 7:00 PM on Monday through Friday. Construction shall not be allowed on weekends or federal holidays.

On-Site Noise Impacts

b. Prior to approval of any final tract maps for the Lake Nuevo Specific Plan site, an acoustical study shall be prepared by a qualified acoustic consultant that shall demonstrate that noise levels within frequent use areas of all on-site residential lots will not exceed 60 dB(A) CNEL, and that an interior standard of 45 dB(A) CNEL in all habitable rooms has been achieved.

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1 c. Prior to the issuance of any building permit, all freestanding  
2 acoustical barriers shall be shown on the Project plot plan  
3 illustrating height, location, and construction in a manner  
4 meeting the approval of Riverside County. This plot plan  
5 shall be reviewed for compliance at the end of the particular  
6 construction phase as part of the mitigation monitoring  
7 program for the Project.

8 Notwithstanding the foregoing, the implementation of the  
9 mitigation measures described above will not be sufficient to  
10 reduce all cumulative noise impacts to less-than-significant levels.  
11 The County also finds that specific economic, legal, social,  
12 technological, or other considerations make infeasible the un-  
13 adopted mitigation measures (if any), or Project alternatives  
14 identified in Supplemental EIR No. 477. No additional mitigation  
15 measures have been identified in the Original EIR or in  
16 Supplemental EIR No. 477 to further lessen these noise-related  
17 impacts. No Project alternative has been identified in Supplemental  
18 EIR No. 477 that would substantially reduce these noise-related  
19 impacts, other than the "No Project Alternative," which was (and  
20 is) rejected because it: (1) fails to use the Project site as intended by  
21 the County; that is, it would fail to use the property as zoned and  
22 designated by the County's General Plan or as zoned and  
23 designated by Specific Plan No. 251; (2) fails to meet any of the  
24 basic objectives of the Project, including providing housing and  
25 employment opportunities; and (3) fails to provide the numerous  
26 Project benefits set forth below. In fact, even Specific Plan No.  
27 251 will cause at least some cumulative noise impacts which are  
28 not associated with the proposed Amendment to Specific Plan No.

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251. The proposed Amendment to Specific Plan No. 251 will reduce daily trips associated with it by 69 percent, as compared to Specific Plan No. 251. Moreover, cumulative noise impacts are likely to occur regardless of whether the subject property is developed according to Specific Plan No. 251 or to the proposed Amendment to Specific Plan No. 251. As a result – and despite the significant and unavoidable cumulative noise impacts related to the proposed Amendment to Specific Plan No. 251 – no feasible alternative will substantially reduce this impact.

A Statement of Overriding Considerations was adopted in 1993 with respect to the significant and unavoidable noise-related impacts identified in the Original EIR, which is hereby incorporated by this reference. In addition, the County now adopts a new Statement of Overriding Considerations for these impacts and the additional significant and unavoidable noise-related impacts identified in Supplemental EIR No. 477, based on the fact that specific environmental, economic, social and other benefits of the proposed Amendment to Specific Plan No. 251 substantially outweigh the proposed Amendment’s significant and unavoidable noise-related impacts, as more fully set forth in the Statement of Overriding Considerations below, which is incorporated by this reference.

Any remaining significant adverse cumulative noise impacts related to the Project are determined to be acceptable due to the overriding social, economic, environmental and other benefits of the Project, as more fully set forth below in the Statement of Overriding Considerations.

///

1 C. Agricultural Resources – Cumulative Impacts

2 1. Impacts:

3 When the County certified the Original EIR and adopted Specific  
4 Plan No. 251 in 1993, the County determined that the loss of  
5 agriculture land, while significant, could be expected to continue as  
6 a result of economic issues affecting farming throughout western  
7 Riverside County. The loss of this agricultural land was considered  
8 less than significant.

9 As to the cumulative impacts to agricultural resources as a result of  
10 the proposed Amendment to Specific Plan No. 251, Supplemental  
11 EIR No. 477 explains that the County's General Plan EIR analyzed  
12 the potential loss of agriculture land from development and  
13 concluded that such impacts would be cumulatively significant.  
14 The County General Plan also describes the environmental effects  
15 of these impacts as significant, without mitigation.

16 2. Mitigation:

17 Since the General Plan EIR already assessed the environmental  
18 effects of the cumulative loss of agricultural lands within the  
19 County -- based upon General Plan build-out -- CEQA does not  
20 require the County to re-assess the environmental effects of the  
21 potential loss of Prime Farmland, in the context of the proposed  
22 Amendment to Specific Plan No. 251, as part of Supplemental EIR  
23 No. 477. The impacts caused by development contemplated by the  
24 proposed Amendment to Specific Plan No. 251 are within the scope  
25 of the General Plan EIR. Therefore, the County incorporates the  
26 Statement of Overriding Findings for the Significant and  
27 Unavoidable loss of agriculture lands found in the General Plan  
28 EIR. (See e.g., Public Resource Code Section 21068.5 and CEQA

1 Guidelines Section 15152). Accordingly, the proposed  
2 Amendment to Specific Plan No. 251 would not result in any new  
3 effects, or require any new mitigation measures or Overriding  
4 Findings, for the cumulative loss of agriculture in the County,  
5 beyond what is already covered in the General Plan EIR. The  
6 General Plan EIR is available for public review at the Riverside  
7 County Planning Department's offices, at 4080 Lemon Street, 9th  
8 floor, Riverside, California.

9 In addition, the proposed Amendment to Specific Plan No. 251 will  
10 have approximately the same amount of developed acreage as  
11 Specific Plan No. 251. Therefore, the County finds that the  
12 proposed Amendment to Specific Plan No. 251 would not result in  
13 any new or more severe impacts on Prime Farmland or other  
14 agricultural resources, as compared to Specific Plan No. 251.  
15 However, the proposed Amendment will contribute to the  
16 unavoidable and significant impacts to agricultural land analyzed in  
17 the County's General Plan EIR. Therefore, in addition to  
18 incorporating by reference the Statement of Overriding Findings for  
19 the Significant and Unavoidable loss of agriculture lands found in  
20 the General Plan EIR, the County finds that specific economic,  
21 legal, social, technological, or other considerations make infeasible  
22 the un-adopted mitigation measures (if any) or Project alternatives  
23 identified in Specific Plan No. 251, as revised by Supplemental EIR  
24 No. 477. No additional mitigation measures have been identified in  
25 the General Plan's EIR, the Original EIR or Supplemental EIR No.  
26 477, which would further lessen these agricultural impacts. No  
27 Project alternative has been identified that would substantially  
28 reduce these agricultural impacts, other than the "No Project

1 Alternative," which was (and is) rejected because it: (1) fails to use  
2 the Project site as intended by the County; that is, it would fail to  
3 use the property as zoned and designated by the County's General  
4 Plan or as zoned and designated by Specific Plan No. 251; (2) fails  
5 to meet any of the basic objectives of the Project, including  
6 providing housing and employment opportunities; and (3) fails to  
7 provide the numerous Project benefits set forth below.

8 As explained above, a Statement of Overriding Considerations was  
9 adopted in the General Plan's EIR, which is incorporated herein by  
10 this reference. In addition, the County is now adopting a new  
11 Statement of Overriding Considerations for these impacts, based on  
12 the fact that specific environmental, economic, social and other  
13 benefits of the proposed Amendment to Specific Plan No. 251  
14 substantially outweigh the proposed Amendment's significant and  
15 unavoidable agricultural impacts, as more fully set forth in the  
16 Statement of Overriding Considerations below, which is  
17 incorporated by this reference.

18 Any remaining significant, adverse and cumulative impacts to  
19 agricultural resources as a result of the Project are determined to be  
20 acceptable due to the overriding social, economic, environmental  
21 and other benefits of the Project, as more fully set forth in the  
22 Statement of Overriding Considerations set forth below.

23 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has considered the  
24 following alternatives identified in the Original EIR and in Supplemental EIR No. 477 in light of  
25 the environmental impacts which cannot be fully avoided or substantially lessened and has  
26 rejected those alternatives as infeasible for the reasons hereinafter stated:

27 ///

28 ///

1           A.     No Project Alternative.

- 2                     1.     The No Project Alternative would result in no additional development; the  
3                             proposed Project site would remain in its existing condition.
- 4                     2.     Under the No Project Alternative, none of the impacts associated with  
5                             development of the Project would occur.
- 6                     3.     The Project site has been zoned and designated in the County General Plan  
7                             as Specific Plan No. 251. However, under the No Project Alternative, the  
8                             Project site would not be used as intended by the County.
- 9                     4.     Specific Plan No. 251 is one of several adopted Specific Plans in the  
10                            immediate vicinity, which is being utilized for planned development.  
11                            Under the No Project Alternative, no such planned development would  
12                            occur.
- 13                    5.     The No Project Alternative would not meet the basic objectives of the  
14                            Project.

15           B.     Existing & Adopted Specific Plan Alternative.

- 16                    1.     The adopted Specific Plan No. 251 defined the allowed land uses in the  
17                            64.6-acre Specific Plan Area -- 40.8 acres of residential development upon  
18                            which 190 residential dwelling units may be built, 13.4 acres of  
19                            commercial/mixed uses, 2.2 acres of parks, 4.6 acres of natural open space,  
20                            and 3.6 acres for Project roadways.
- 21                    2.     Compared to the proposed Project, this alternative would result in similar  
22                            impacts to biological resources, cultural resources, faulting/seismicity,  
23                            slopes and erosion, hazardous materials, hydrology and water quality,  
24                            construction noise, and parks and open space. With the implementation of  
25                            all recommended mitigation measures, those impacts would be reduced to  
26                            less-than-significant levels under both scenarios.
- 27                    3.     As compared to the proposed Project, this alternative would result in  
28                            similar impacts to air quality. As with the proposed Project, this

1 alternative would produce construction emissions and fugitive dust, to the  
2 extent that such emissions and fugitive dust would be significant with  
3 respect to volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), and  
4 carbon monoxide (CO) emissions. As a result, construction-related  
5 emissions for this alternative, as with the proposed Project, are considered  
6 to be significant in relation to the construction thresholds of significance  
7 suggested for use by the South Coast Air Quality Management District  
8 (SCAQMD).

9 4. With the proposed Project, implementation of operational mitigation  
10 measures would reduce Project-related wintertime and summertime  
11 emissions of VOC and CO to less-than-significant levels.

12 5. When compared to the proposed Project, this alternative would generate  
13 6,735 more daily trips. As a result, this alternative would generate more  
14 VOC, CO, sulfur dioxide (SO<sub>2</sub>), NO<sub>x</sub>, and fine particulate matter (PM<sub>10</sub>)  
15 air emissions on a daily basis than the proposed Project because this  
16 alternative would generate 223 percent more vehicle trips than the  
17 proposed Project. As a result, operational emissions from this alternative  
18 would be greater than the proposed Project.

19 6. Under this alternative, 125 fewer residences could be developed and the  
20 demand for public services and utilities (water and wastewater, fire, sheriff,  
21 schools, parks and recreation, utilities, solid waste, and library resources)  
22 would be somewhat less than the proposed Project. No substantial increase  
23 in personnel or facilities would be needed to service the project site under  
24 either scenario. Implementation of the recommended mitigation measures  
25 would reduce impacts, under both scenarios, to less-than-significant levels.  
26 Because fewer residences would be developed under this alternative,  
27 impacts would be slightly less than those of the proposed Project.

28 ///

- 1           7.     Under this alternative, 13.4 acres of commercial uses would be developed  
2           which are not contemplated by the proposed Project. When compared to  
3           the proposed Project, this alternative would generate 6,735 more daily  
4           trips. Even with implementation of mitigation measures, including the use  
5           of acoustical barriers designed to attenuate sound, as a result of increased  
6           traffic, noise levels associated with this alternative would be greater than  
7           those associated with development of the proposed Project.
- 8           8.     When compared to the proposed Project, the alternative would generate  
9           more daily trips and more morning and evening peak-hour trips.  
10          Implementation of recommended mitigation measures would reduce  
11          impacts to less-than-significant levels under both scenarios. Based upon  
12          this information, this alternative would have more traffic impacts than the  
13          proposed Project.
- 14          9.     This alternative would result in grading and construction activities on  
15          approximately the same number of acres and in the same general area as  
16          the proposed Project and would, therefore, result in similar impacts.
- 17          10.    Development of this alternative would result in 6.8 acres of park and open  
18          space, while the Project would result in 7.9 acres of park and open space.  
19          Thus, a total of 1.1 fewer acres would remain in park and open space with  
20          the alternative. As a result, impacts under this alternative would be similar  
21          to those of the Project.
- 22          11.    No significant environmental impacts to Scenic Highways would occur as  
23          a result of this alternative or as a result of the proposed Project.
- 24          12.    This alternative and the proposed Project would result in similar impacts to  
25          agricultural land. The loss of agricultural land is not considered significant  
26          for the following reasons: the marginal economic viability of agricultural  
27          activities on the site, the poor soil qualities, planned development of  
28          adjacent agricultural areas, and the rapid urbanization of the area. Impacts

1 under this alternative would be similar to those related to the proposed  
2 Project; no significant impacts would occur.

3 C. Alternatives from Original EIR. When the Original Project was approved in 1993,  
4 the County made specific findings rejecting each of the alternatives analyzed in the Original EIR,  
5 which included a “No Project Alternative”; an “Agricultural Alternative”; an “Existing General  
6 Plan Alternative”; and a “Rural Residential Alternative.” The Original EIR rejected each of these  
7 plans for various reasons, including, by way of example, because the proposed alternatives (i)  
8 were not economically viable; and (ii) did not provide housing or employment opportunities  
9 sufficient enough to meet public demand. These findings remain accurate and applicable to the  
10 proposed Amendment to Specific Plan No. 251, and are hereby re-adopted and incorporated  
11 herein by this reference.

12 D. Superior Alternative.

- 13 1. The No Project Alternative is considered the environmentally superior  
14 alternative. However, section 15126.6(e)(2) of the CEQA Guidelines  
15 indicates that if the No Project Alternative is the “environmentally  
16 superior” alternative, the EIR shall also identify an environmentally  
17 superior alternative among the other, remaining alternatives. As noted  
18 above, the No Project Alternative would not meet the basic objectives of  
19 the Project and would not provide for the subject property to be used in a  
20 manner intended by the County. As a result, the No Project Alternative is  
21 rejected.
- 22 2. The proposed Project is considered environmentally superior to the  
23 Existing & Adopted Specific Plan Alternative.
- 24 3. As noted, both the proposed Project and Existing & Adopted Specific Plan  
25 Alternative would result in unavoidable and significant impacts associated  
26 with the short-term, construction-related air quality emissions.
- 27 4. The long-term, operational-related air quality impacts associated with the  
28 proposed Project would be reduced to less-than-significant levels with

1 implementation of mitigation measures.

2 5. However, because the Existing & Adopted Specific Plan Alternative would  
3 generate 223 percent more vehicle trips than the proposed Project,  
4 operational-related air quality impacts under the Existing & Adopted  
5 Specific Plan Alternative would be greater than they would be under the  
6 proposed Project.

7 6. Similarly, as a result of more vehicle trips, impacts associated with traffic  
8 and noise would be greater under the Existing & Adopted Specific Plan  
9 Alternative as compared to the proposed Project.

10 7. Impacts related to noise and traffic could be reduced to less-than-  
11 significant levels with implementation of mitigation measures under the  
12 Existing & Adopted Specific Plan Alternative.

13 8. The Existing & Adopted Specific Plan Alternative would develop 125  
14 fewer residences and impacts to public service and utilities would be  
15 somewhat reduced when compared to the proposed Project. However,  
16 impacts related to public service and utilities could be reduced to less-than-  
17 significant levels with implementation of mitigation measures under either  
18 scenario.

19 9. Based on this information, environmental impacts from the proposed  
20 Project would be somewhat less than those under the Existing & Adopted  
21 Specific Plan Alternative.

22 10. As a result, the County hereby rejects the Existing & Adopted Specified  
23 Plan Alternative, because it is environmentally inferior to the proposed  
24 Project.

25 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has balanced the  
26 benefits of the proposed Amendment to Specific Plan No. 251 against the unavoidable adverse  
27 environmental effects thereof, and has determined that the following benefits outweigh and  
28 render acceptable those environmental effects:

- 1 A. Implementation of the proposed Project is consistent with the County's General  
2 Plan goals and objectives, and is needed to add to the diversity of housing  
3 opportunities in the County by providing a high quality community of varying  
4 housing types.
- 5 B. The proposed Project will provide recreational facilities for use by its residents,  
6 including various parks and open spaces, which will also provide expanded  
7 recreational opportunities to nearby residents.
- 8 C. The proposed Project will improve the development opportunities previously  
9 planned and approved by the County. The proposed Project will extend and  
10 improve infrastructure to serve the proposed Project site and its surrounding areas.
- 11 D. The proposed Project will contribute to the circulation and other infrastructure  
12 improvements needed within the County, including upgrades to existing area roads  
13 and intersections.
- 14 E. The proposed Project will contribute to the employment and economic growth of  
15 the surrounding area.

16 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the State CEQA  
17 Guidelines (Section 15126.2(d)) require an EIR to discuss how a proposed Project could directly  
18 or indirectly lead to economic, population, or housing growth. A project may be growth-inducing  
19 if it removes obstacles to growth, taxes community service facilities or encourages other activities  
20 that cause significant environmental effects. The discussion is as follows:

- 21 A. Economic, Population or Housing Growth  
22 The Project increases the total number of dwelling units from 190 to 315. A  
23 population increase of 324 persons, based upon population generation factors of  
24 2.59 persons per single-family dwelling unit, is anticipated at full Project build-  
25 out. To the extent that these new residents will be seeking employment in the  
26 County, it is expected that they will likely be absorbed by the existing and  
27 proposed employment opportunities in the area.
- 28 B. Removal of an Impediment to Growth

1 The design and construction of roadways, water, sewer, electrical, natural gas, and  
2 waste infrastructure needed to accommodate the Project is already planned to  
3 support the approved and proposed projects in the region, and would not induce  
4 growth within undeveloped areas surrounding the Project area.

5 C. Precedent-Setting Effects

6 In the County's General Plan, the uses approved for the Project site include  
7 medium-high density residential, park, open space, and commercial/mixed use.  
8 The Project will eliminate 13.4 acres designated for commercial/mixed use and  
9 reconfigure the remaining, existing approved uses. Implementation of the Project  
10 would involve a zone change to allow for the rearrangement of uses and the  
11 elimination of the commercial/mixed use designation. Although this change of  
12 zone may encourage other requests for rezoning, each application may be  
13 considered by the County on a project-by-project basis. In addition, this change of  
14 zone will reflect the policy objectives of the General Plan. For these reasons, the  
15 Project is not considered precedent-setting.

16 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the proposed  
17 Amendment to Specific Plan No. 251 will implement applicable elements of the Riverside  
18 County General Plan as follows:

19 A. Land Use Element

20 The proposed Project is in an area that exhibits characteristics conducive to  
21 accommodating growth. In fact, the area is currently zoned for planned  
22 development; the proposed Amendment to Specific Plan No. 251 only seeks to  
23 convert some of the areas currently zoned and planned for commercial use into  
24 residential uses, together with other, related changes. In terms of available and  
25 proposed infrastructure and approved patterns of urban development, the proposed  
26 Project complies with the County's current qualifications for its applicable land  
27 use policies. Environmental impacts have been addressed through development  
28 standards, mitigation measures and conditions of approval. The Project is

1 participating in local transportation improvements and other circulation  
2 improvements in the area. Other benefits of the Project, including benefits to the  
3 local labor force, recreational facilities, open space, flood control facilities, water  
4 and sewer facilities and residential uses, are intended to serve future residents of  
5 the Lake Nuevo and McCanna Hills Specific Plan areas, together with other  
6 surrounding areas.

7 B. Administrative Element

8 The Project provides time frames for development and does not project a  
9 significant adverse fiscal impact on County services at Project build-out.

10 C. Circulation

11 The Project will help complete the improvements necessary for build-out of the  
12 traffic model of the County's General Plan. The applicant will contribute on a  
13 fair-share basis to the cost of these improvements. Specifically, the applicant will  
14 contribute its fair share of the costs associated with the construction of  
15 signalization at approximately four intersections and the applicant will contribute  
16 its fair share of the costs associated with the construction related to the widening  
17 of certain roads, the construction of additional turn lanes and the improved  
18 geometrics of several intersections. All of these improvements are necessary for  
19 the roadway infrastructure contemplated by the build-out of the County's General  
20 Plan.

21 D. Multi-Purpose/Open Space

22 The Multi-Purpose/Open Space element of the County's General Plan for the  
23 Lakeview/Nuevo Area Plan ("LNAP") provides that the Lakeview/Nuevo  
24 planning area open space system is rich and varied and serves a multitude of  
25 functions. The County's General Plan also explains that the multipurpose/open  
26 space section of the LNAP is an important component to the County's Vision of  
27 preserving its scenic background and the natural resources within the  
28 Lakeview/Nuevo planning area. Multi-Purpose/Open Space components of the

1 General Plan help define the edges of and separation between communities and  
2 benefits residents and visitors.

3 While the proposed Project seeks to slightly decrease the amount of natural open  
4 space from 4.6 acres to 3.2 acres, it also offers to increase the acreage designated  
5 for parks from 2.2 to 3.1. As explained above, Project will also provide dedicated  
6 park land and/or payment of in lieu fees and implement a mitigation measure  
7 requiring the preservation of the rocky outcropping in the northeast corner of the  
8 Project site. The proposed Project's aesthetic impacts will be mitigated to a less-  
9 than-significant levels and will be no more severe than would occur under Specific  
10 Plan No. 251. The proposed Project establishes a balance between preserving  
11 open space areas and accommodating additional population as required by the  
12 General Plan.

13 E. Housing Element

14 The Project promotes the Housing Element goal of providing a selection of  
15 housing that is decent, safe, sound, in close proximity to jobs and daily activities,  
16 and which varies by location, type, design and price.

17 F. Safety

18 The Safety Element of the County's General Plan provides mitigation goals and  
19 specific policies for Seismic Hazards; Slope and Soil Instability Hazards; Flood  
20 and Inundation Hazards; Fire Hazards; Hazardous Waste and Materials; and  
21 Disaster Preparedness, Response, and Recovery. The County finds that  
22 Supplemental EIR No. 477 analyzes each of these areas and provides sufficient  
23 mitigation measures, where necessary, and that the proposed Project otherwise  
24 complies with the General Plan's Safety Element.

25 G. Noise

26 Supplemental EIR No. 477 assesses the full range of concerns with regards to the  
27 projected noise impacts associated with the proposed Project. Supplemental EIR  
28 No. 477 proposes mitigation measures for each of the potentially significant noise

1 impacts, and based thereon, the County finds that the Project is consistent with the  
2 General Plan Noise Element.

3 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the proposed  
4 Amendment to Specific Plan No. 251 is consistent with the General Plan.

5 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has reviewed and  
6 considered Supplemental EIR No. 477 in evaluating the proposed Amendment to Specific Plan  
7 No. 251, that Supplemental EIR No. 477 is an accurate and objective statement that complies  
8 with the California Environmental Quality Act and reflects the County's independent judgment,  
9 and that Supplemental EIR No. 477 is incorporated herein by this reference.

10 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **CERTIFIES**  
11 Supplemental SEIR No. 477 as accurate and complete, and **ADOPTS** the Mitigation Monitoring  
12 Plan specified therein.

13 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the proposed  
14 Amendment to Specific Plan No. 251, on file with the Clerk of the Board, including the final  
15 conditions of approval and exhibits, is hereby adopted as the Amended Specific Plan of Land Use  
16 for the real property described and shown in the Plan, and that said real property shall be  
17 developed substantially in accordance with the Plan, as amended by the Board.

18 **BE IT FURTHER RESOLVED** by the Board of Supervisors that copies of the proposed  
19 Amendment to Specific Plan No. 251 shall be placed on file in the Office of the Clerk of the  
20 Board, in the Office of the Planning Director and in the Office of the Building and Safety  
21 Director, and that no applications for subdivision maps, conditional use permits or other  
22 development approvals shall be accepted for the real property described and shown in the Plan,  
23 unless such applications are substantially in accordance therewith.

24 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the custodians of the  
25 documents upon which this decision is based are the Clerk of the Board of Supervisors and the  
26 County Planning Department and that such documents are located at 4080 Lemon Street,  
27 Riverside, California.

28



1 D. The front yard setback as measured to porches, patios, covered entries or  
2 second story cantilevered elements shall be not less than seven (7') feet measured  
3 from the existing street line or from any future street line as shown on any Specific  
4 Plan of Highways, whichever is nearer the proposed structure.

5 E. Side yards on interior and through lots shall be not less than four (4') feet,  
6 with a minimum separation of eight (8') feet between structures on adjoining  
7 properties. Side yard setbacks on corner or reverse corner lots shall not be less than  
8 ten feet (10') from the existing street line or any future street line as shown on any  
9 Specific Plan of Highways, whichever is nearer the proposed structure upon which  
10 the main building sides.

11 F. Chimneys, fireplaces, media niches, bay windows or similar architectural  
12 features may encroach two (2') feet into a five-foot side yard setback and also may  
13 encroach one (1') feet into a four-foot side yard setback, provided that a three (3')  
14 foot minimum clearance shall be maintained on one side yard of a non two-pack  
15 lot. For the purposes of any two-pack lot, one side yard setback shall be a  
16 minimum of five (5') feet with no architectural feature encroachments being  
17 allowed so as to permit adequate access to the rear yard. An air conditioning unit  
18 not affixed to a dwelling shall only be permitted to encroach into the side yard  
19 setback to the same extent as noted herein for architectural features.

20 G. The rear yard shall not be less than fifteen (15') feet, except that where a  
21 garage is located in the rear yard, then the rear yard shall not be less than three (3')  
22 feet. In addition, the rear yard shall not be less than ten (10') feet when measured  
23 from the second story of a structure.

24 H. Chimneys, fireplaces, media niches, bay windows or similar architectural  
25 features may encroach two (2') feet into the required rear setback. For a rear yard  
26 in which no garage is located, patio covers may encroach ten (10') feet into the rear  
27 yard. Air conditioning units not affixed to a dwelling shall be permitted to  
28 encroach five (5') feet into the rear yard. No other structural encroachments shall

1 be permitted in the front, side or rear yard except as provided for in Section 18.19  
2 of Ordinance No. 348.

3 In addition, the following standards shall apply:

4 AA. In no case shall more than sixty (60%) percent of any lot be covered  
5 by buildings or structures for lots with multiple story dwelling units. Additionally,  
6 in no case shall more than seventy (70%) percent of any lot be covered by buildings  
7 or structures for lots with single story dwelling units.

8 BB. Each lot shall have a minimum net useable area of three thousand  
9 five hundred (3,500) square feet. For purposes of this section, minimum useable  
10 area shall be defined as lot area exclusive of any manufactured slopes.

11 CC. The minimum average width of a lot shall be thirty-five (35') feet  
12 with a minimum average depth of seventy-five (75') feet. "Flag" lots shall not be  
13 permitted.

14 DD. The minimum frontage of a lot shall be thirty-five (35') feet, except  
15 that lots fronting on knuckles or cul-de-sac may have a minimum frontage of thirty  
16 (30') feet. Lot frontage along curvilinear streets may be measured at the building  
17 setback in accordance with zone development standards.

18 (3) Except as provided above, all other zoning requirements shall be the same as those  
19 requirements identified in Article VII of Ordinance No. 348.

20 b. Planning Area 3.

21 (1) The uses permitted in Planning Area 3 of Specific Plan No. 251 shall be the same  
22 as those uses permitted in Article VII, Section 7.1 of Ordinance No. 348 except that the  
23 uses permitted pursuant to Section 7.1.a. (2), (3), (4), (10), (11) and (12); b. (1), (2), (5),  
24 (7) and (9); and c. shall not be permitted.

25 (2) The development standards for Planning Area 3 of Specific Plan No. 251 shall be  
26 the same as those standards identified in Article VII, Sections 7.2 through 7.11 of  
27 Ordinance No. 348, except that the development standards set forth in Article VII, Sections  
28 7.3, 7.4, 7.5, 7.6, 7.7 and 7.11 shall be deleted and replaced by the following:

1 A. The minimum lot area shall be not less than four thousand five hundred  
2 (4,500) square feet. The minimum lot area shall be determined by excluding that  
3 portion of a lot that is used solely for access to the portion of a lot used as a  
4 building site.

5 B. The front yard as measured to a street-facing garage door shall be not less  
6 than twenty (20') feet, measured from the existing street line or from any future  
7 street line as shown on any Specific Plan of Highways, whichever is nearer the  
8 proposed garage door.

9 C. The front yard as measured to all other portions of the first story of a  
10 structure, which includes a side entry garage, shall be not less than ten (10') feet,  
11 measured from the existing street line or from any future street line as shown on  
12 any Specific Plan of Highways, whichever is nearer the proposed structure.

13 D. The front yard setback as measured to porches, patios, covered entries or  
14 second story cantilevered elements shall be not less than seven (7') feet measured  
15 from the existing street line or from any future street line as shown on any Specific  
16 Plan of Highways, whichever is nearer the proposed structure.

17 E. Side yards on interior and through lots shall be not less than four (4') feet,  
18 with a minimum separation of eight (8') feet between structures on adjoining  
19 properties. Side yard setbacks on corner or reverse corner lots shall not be less than  
20 ten feet (10') from the existing street line or any future street line as shown on any  
21 Specific Plan of Highways, whichever is nearer the proposed structure upon which  
22 the main building sides.

23 F. Chimneys, fireplaces, media niches, bay windows or similar architectural  
24 features may encroach two (2') feet into a five-foot side yard setback and also may  
25 encroach one (1') feet into a four-foot side yard setback, provided that a three (3')  
26 foot minimum clearance shall be maintained on one side yard of a non two-pack  
27 lot. For the purposes of any two-pack lot, one side yard setback shall be a  
28 minimum of five (5') feet with no architectural feature encroachments being

1 allowed so as to permit adequate access to the rear yard. An air conditioning unit  
2 not affixed to a dwelling shall only be permitted to encroach into the side yard  
3 setback to the same extent as noted herein for architectural features.

4 G. The rear yard shall not be less than fifteen (15') feet except that where a  
5 garage is located in the rear yard, then the rear yard shall not be less than three (3')  
6 feet. In addition, the rear yard shall not be less than ten (10') feet when measured  
7 from the second story of a structure.

8 H. Chimneys, fireplaces, media niches, bay windows or similar architectural  
9 features may encroach two (2') feet into the required rear setback. For a rear yard  
10 in which no garage is located, patio covers may encroach ten (10') feet into the rear  
11 yard. Air conditioning units not affixed to a dwelling shall be permitted to  
12 encroach five (5') feet into the rear yard. No other structural encroachments shall  
13 be permitted in the front, side or rear yard except as provided for in Section 18.19  
14 of Ordinance No. 348.

15 In addition, the following standards shall apply:

16 AA. In no case shall more than sixty (60%) percent of any lot be covered  
17 by buildings or structures for lots with multiple story dwelling units. Additionally,  
18 in no case shall more than seventy (70%) percent of any lot be covered by  
19 buildings or structures for lots with single story dwelling units.

20 BB. Each lot shall have a minimum net useable area of four thousand  
21 (4,000) square feet. For purposes of this section, minimum useable area shall be  
22 defined as lot area exclusive of any manufactured slopes.

23 CC. The minimum average width of a lot shall be forty (40') feet with a  
24 minimum average depth of eighty (80') feet. "Flag" lots shall not be permitted.

25 DD. The minimum frontage of a lot shall be forty (40') feet, except that  
26 lots fronting on knuckles or cul-de-sac may have a minimum frontage of thirty-five  
27 (35') feet. Lot frontage along curvilinear streets may be measured at the building  
28 setback in accordance with zone development standards.

1 (3) Except as provided above, all other zoning requirements shall be the same as those  
2 requirements identified in Article VII of Ordinance No. 348.

3 c. Planning Areas 5 and 7.

4 (1) The uses permitted in Planning Areas 5 and 7 of Specific Plan No. 251, shall be the  
5 same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No. 348 except  
6 that the uses permitted pursuant to Section 8.100.a.1 shall not be permitted. In addition,  
7 the permitted uses identified under Section 8.100.a. shall also include parks.

8 (2) The development standards for Planning Areas 5 and 7 of Specific Plan No. 251  
9 shall be the same as those standards identified in Article VIIIe, Section 8.101 of Ordinance  
10 No. 348.

11 (3) Except as provided above, all other zoning requirements shall be the same as those  
12 requirements identified in Article VIIIe of Ordinance No. 348.

13 d. Planning Area 6.

14 (1) The uses permitted in Planning Area 6 of Specific Plan No. 251 shall be the same  
15 as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No. 348 except that  
16 the uses permitted pursuant to Section 8.100.a.1., 2., 3., 5 and 6.; and b.1. shall not be  
17 permitted. In addition, the permitted uses identified under Section 8.100.a. shall include  
18 natural open space.

19 (2) The development standards for Planning Area 6 of Specific Plan No. 251 shall be  
20 the same as those standards identified in Article VIIIe, Section 8.101 of Ordinance No.  
21 348.

22 (3) Except as provided above, all other zoning requirements shall be the same as those  
23 requirements identified in Article VIIIe of Ordinance No. 348.

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Section 2. This ordinance shall take effect 30 days after its adoption.

BOARD OF SUPERVISORS OF THE COUNTY  
OF RIVERSIDE, STATE OF CALIFORNIA

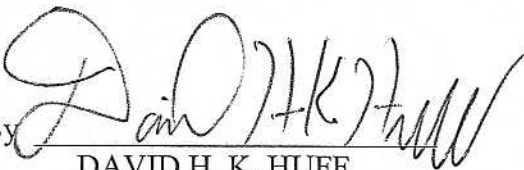
By \_\_\_\_\_  
Chairman, Board of Supervisors

ATTEST:  
NANCY ROMERO  
Clerk of the Board

By \_\_\_\_\_  
Deputy

(SEAL)

APPROVED AS TO FORM  
Jan. 24, 2007

By   
DAVID H. K. HUFF  
Deputy County Counsel