

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

309B



FROM: TLMA - Planning Department

SUBMITTAL DATE:
February 24, 2010

SUBJECT: Resolution No. 2010-88 Certifying Environmental Impact Report No. 471 and Adopting Specific Plan No. 342, Resolution No. 2010-89 Amending the Riverside County General Plan (First Cycle General Plan Amendments for 2010), and Ordinance No. 348.4679 Adopting Change of Zone No. 7055

RECOMMENDED MOTION:

ADOPTION of Resolution No. 2010-88 Certifying Environmental Impact Report No. 471 and Adopting Specific Plan No. 342 (The Villages of Lake Lakeview) in accordance with the Board of Supervisors' previous actions;

ADOPTION of Ordinance No. 348.4679 for Change of Zone No. 7055 amending the zoning classification of the subject site as shown on Map Nos. 2.2321, 55.038 and 17.102 and to incorporate the Specific Plan Zoning Ordinance text in accordance with the Board of Supervisors' previous actions; and,

ADOPTION of Resolution No. 2010-89 Amending the Riverside County General Plan (First Cycle General Plan Amendments for 2010) in accordance with the Board of Supervisors' previous actions taken on General Plan Amendment (GPA) Nos 720 and 721.

RG:ar

Ron Goldman
Planning Director
(Continued on attached page)

FINANCIAL DATA	Current F.Y. Total Cost:	\$ 0	In Current Year Budget:	N/A
	Current F.Y. Net County Cost:	\$ 0	Budget Adjustment:	N/A
	Annual Net County Cost:	\$ 0	For Fiscal Year:	N/A

SOURCE OF FUNDS:	Positions To Be Deleted Per A-30	<input type="checkbox"/>
	Requires 4/5 Vote	<input type="checkbox"/>

C.E.O. RECOMMENDATION: APPROVE

County Executive Office Signature BY:
Tina Grande

FORM APPROVED COUNTY COUNSEL
BY:
LARISA R-MCKENNA
DATE: 3/4/10
Departmental Concurrence

Policy
 Policy
 Consent
 Consent
 Dep't Recomm.:
 Per Exec. Ofc.:

Prev. Agn. Ref.: 2/23/10, Item 16.4 | District: FIFTH | Agenda Number:

3.37

To the Honorable Board of Supervisors

RE: RESOLUTION NO. 2010-88, RESOLUTION NO. 2010-89, and ORDINANCE NO.348.4679

Date: February 24, 2010

Page 2 of 2

BACKGROUND:

On December 2, 2009, the Riverside County Planning Commission recommended that the Board of Supervisors tentatively certify Environmental Impact Report No. 471, approve Specific Plan No. 342, approve General Plan Amendment Nos. 720 (Land Use) and 721 (Circulation), and approve Change of Zone No. 7055.

This case was heard before the Board of Supervisors December 15, 2009, continued to January 26, 2010, and continued to February 23, 2010.

The below listed recommendations were made on the Form 11 to the Board of Supervisor's on February 23, 2010 as Agenda Item No. 16.4:

TENTATIVE CERTIFICATION of **ENVIRONMENTAL IMPACT REPORT NO. 471**, based on the findings incorporated in the EIR, and subject to resolution adoption;

TENTATIVE APPROVAL of **GENERAL PLAN AMENDMENT NOS. 720 (Land Use) and 721 (Circulation)**, amending the Land Use Designation for the subject property from Land Use: Community Development; Very Low Density Residential- Community Development (VLDR-CD), Agriculture with a Community Development Overlay, Medium Density Residential (MDR) (2-5 du/ac), Heavy Industrial (HI 0.15 - 0.50 FAR), Light Industrial (LI 0.25 - 0.60 FAR), Open Space: Open Space Conversation (OS-C), Rural Community: Very Low Density Residential- Rural Community (VLDR-RC), Low Density Residential- Rural Community (LDR-RC), Rural: Rural Residential (RR), Rural Mountainous (RM), Agriculture: Agriculture (AG), to Specific Plan as reflected by the land use diagram; amend roadway and trail classifications per attached exhibit; based on the findings and conclusions incorporated in the staff report; and, pending final adoption of the General Plan Amendment Resolution;

TENTATIVE APPROVAL of **SPECIFIC PLAN NO. 342**, based on the findings and conclusions incorporated in the staff report; and, pending adoption of the Specific Plan Resolution by the Board of Supervisors; and,

TENTATIVE APPROVAL of **CHANGE OF ZONE NO. 7055**, amending the zoning classification for the subject property from Light Agriculture 10 acre min. (A-1-10), Heavy Agriculture 10 acre Min. (A-2-10), Light Agriculture with Poultry (A-P), Scenic Highway Commercial (C-P-S), Commercial Retail (C-R), Manufacturing- Service Commercial (M-SC), One- Family Dwelling (R-1), Residential Agriculture (R-A), Residential Agriculture 1 acre Min. (R-A-1), Residential Agriculture 10 acre Min. (R-A-10), Residential Agriculture 2 ½ acre Min. (R-A-21/2), Rural- Residential (R-R) to Specific Plan (SP) in accordance with the Zoning Exhibit; an amendment to Ordinance 348 to incorporate the Specific Plan Zoning Ordinance; based upon the findings and conclusions incorporated in the staff report; and, pending Ordinance adoption.

2
3 **RESOLUTION NO. 2010-88**
4 **CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 471,**
5 **AND ADOPTING SPECIFIC PLAN NO. 342**
6 **(THE VILLAGES OF LAKEVIEW)**

7 **WHEREAS**, pursuant to the provisions of Government Code Section 65450 et seq., a
8 public hearing was held before the Riverside County Board of Supervisors in Riverside,
9 California on December 15, 2009, the public hearing was closed on December 15, 2009; the
10 decision and deliberation was deferred to January 26, 2010, then deferred once more to February
11 23, 2010 at which hearing the Board tentatively approved certification of Environmental Impact
12 Report No. 471 and Specific Plan No. 342 (The Villages of Lakeview); and a public hearing was
13 held before the Riverside County Planning Commission in Riverside, California on September
14 16, 2009, October 21, 2009, November 4, 2009, November 18, 2009, and December 2, 2009 to
15 consider Specific Plan No. 342 (The Villages of Lakeview); and,

16 **WHEREAS**, all the procedures of the California Environmental Quality Act ("CEQA"),
17 the CEQA Guidelines, and the Riverside County CEQA implementing procedures have been
18 met, and Environmental Impact Report No. 471 ("EIR"), prepared in connection with Specific
19 Plan No. 342 and related cases, including General Plan Amendment No. 720 (GPA00720) and
20 No. 721 (GPA00721), and Change of Zone No. 7055 (referred to collectively herein as "the
21 project" or "the proposed project"), is sufficiently detailed so that all the potentially significant
22 effects of the project on the environment and measures necessary to avoid or substantially lessen
23 such effects have been evaluated in accordance with the above-referenced Act and procedures;
24 and,

25 **WHEREAS**, on July 20, 2006, the County published and circulated a Notice of
26 Preparation and Initial Study for a period of thirty (30) days from July 20 to August 21, 2006,
27 and the comments received in response to the Notice of Preparation were considered by the
28 County in preparing the EIR and were included as Appendix A to the EIR; and

FOR: APPROVED COUNTY COUNSEL
BY: *[Signature]* 3/17/10
DATE
LARISSA R. MCKENNA

1 **WHEREAS**, on February 19, 2009, the County issued a Notice of Completion and
2 Notice of Availability of a Draft EIR, and published the Draft EIR for public review and
3 comment for a period of 45-days which period was extended by fifteen (15) days for a sixty (60)
4 comment period terminating on April 22, 2009; and

5 **WHEREAS**, in August, 2009, the County published a Final EIR and has presented the
6 Final EIR to the decision-making body for its consideration of the proposed project, and which
7 Final EIR consists of the following:

- 8 (1) Draft EIR and Appendices A-N, dated February, 2009;
- 9 (2) Comments received on the Draft EIR and Responses to those Comments,
10 published in Final EIR, dated August, 2009; and
- 11 (3) Annotated Draft EIR which consists of the Draft EIR with corrections and
12 additions that were identified in the Responses to Comments, dated August, 2009.

13 **WHEREAS**, CEQA Section 21081 requires that "No public agency shall approve or
14 carry out a project for which an environmental impact has been certified which identifies one or
15 more significant effects on the environment that would occur if the project is approved or carried
16 out unless both of the following occur:

17 (a) The public agency makes one or more of the following findings with respect to
18 each significant effect:

- 19 (1) Changes or alterations have been required in, or incorporated into, the
20 project which mitigate or avoid the significant effects on the environment.
- 21 (2) Those changes or alterations are within the responsibility and jurisdiction
22 of another public agency and have been, or can and should be, adopted by that
23 other agency.
- 24 (3) Specific economic, legal, social, technological, or other considerations,
25 including considerations for the provision of employment opportunities for highly
26 trained workers, make infeasible the mitigation measures or alternatives identified
27 in the environmental impact report.

1 (b) With respect to significant effects which were subject to a finding under
2 paragraph (3) of subdivision (a), the public agency finds that specific overriding
3 economic, legal, social, technological, or other benefits of the project outweigh the
4 significant effects on the environment; and

5 **WHEREAS**, the matter was discussed fully with testimony and documentation presented
6 by the public and affected government agencies; and

7 **WHEREAS**, the County reviewed and considered all comments, both oral and written,
8 presented during the Planning Commission and Board of Supervisor hearings, and reviewed and
9 considered the responses to the comments received after publication of the Final EIR, which
10 responses have been included in and are made part of the record before the County.

11
12 **NOW, THEREFORE, BE IT RESOLVED, FOUND, DETERMINED, AND**
13 **ORDERED** by the Board of Supervisors of the County of Riverside, in regular session
14 assembled on March 23, 2010, that:

15 A. Specific Plan No. 342 is a 2,786-acre planned community located northerly of
16 Wolfskill Avenue and Pulsar View Road, south of Marvin Road, east of the San
17 Jacinto River, and west of the border of the City of San Jacinto. It proposes the
18 construction of a maximum of 11,150 dwelling units on 1,037 acres, of which no
19 more than 1,500 will be developed north of Ramona Expressway. Land uses
20 include: 1,037 acres designated for residential uses which may include 8,050
21 dwelling units, 288 acres for a mixed-use town center area which may include
22 500,000 square feet of commercial uses maximum and 3,100 dwelling units, 155
23 acres of park areas, 156 acres of public facility areas, 1,003 acres of open space,
24 and 147 acres for major roads.

25 B. Specific Plan No. 342 is associated with General Plan Amendments No.'s 720 and
26 721, which were considered concurrently at the public hearing before the Planning
27 Commission and the Board of Supervisors. General Plan Amendment No. 720
28

1 proposes to change the existing land use designations on the subject site from
2 Agriculture, Open Space – Conservation, Open Space-Conservation Habitat, Rural
3 Mountainous, Rural Residential, Very Low Density – Rural Community, Low
4 Density-Rural Community, Commercial Retail, Very Low Density Residential,
5 Low Density Residential, and Light Industrial to Specific Plan No. 342. General
6 Plan Amendment No. 721 proposes the upgrading and downgrading of numerous
7 trails and roadway designations, including but not limited to: the elimination of 9th
8 Street/Yucca Avenue as a through street through the project easterly; the rerouting
9 of 10th Street/Wolfskill Avenue as a Major roadway east of Hanson Avenue, the
10 reclassification of Hanson Avenue from a Major Roadway to a Collector Street;
11 and Bridge Street, 3rd Street, 5th Street, and 6th Street will be eliminated on the
12 project site; and access to the Ramona Expressway will be shifted to Town Center
13 and Park Center Boulevards. General Plan Amendment No. 721 will also amend
14 the Circulation Element Trails and Bikeway System to include the Community
15 Trail designation for a number of the trails proposed within the project boundary.

16 C. Specific Plan No. 342 is associated with Change of Zone Case No. 7055, which
17 was considered concurrently at the public hearing before the Planning
18 Commission and the Board of Supervisors. Change of Zone Case No. 7055
19 proposes to change the existing zoning classifications of A-1-10 (Light
20 Agriculture with a 10-acre minimum lot size), A-2-10 (Heavy Agriculture with a
21 10-acre minimum lot size), A-P (Light Agriculture with Poultry), C-R
22 (Commercial Retail), M-SC (Manufacturing – Service Commercial), R-A-1
23 (Residential Agricultural with a 1-acre minimum lot size), R-A-10 (Residential
24 Agricultural with a 10-acre minimum lot size), and R-R (Rural Residential), R-A
25 (Residential Agricultural), R-A-2 1/2 (Residential Agricultural with a 2-1/2 acre
26 minimum lot size), and N-A-640 (Natural Assets) to SP (Specific Plan). The SP
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1 zoning classification would establish those development standards required to
2 implement the Specific Plan.
3

4 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following
5 environmental impacts identified in the EIR No. 471 and associated with adoption and
6 implementation of The Villages of Lakeview Project, including Specific Plan No. 342 were
7 determined to be less than significant through compliance with existing laws, regulations and
8 policies and/or implementation of project design considerations, all of which were identified and
9 discussed in the DEIR, and for which no mitigation measures were required. These
10 determinations were based upon substantial evidence in the record, and no substantial evidence
11 was submitted to or identified by the County which would indicate that the impacts set forth
12 below were significant and required mitigation:

13 (1) Aesthetics: The project will not interfere with the night time use of the
14 Mt. Palomar Observatory, as protected through Riverside County
15 Ordinance No. 655, as a result of the project's compliance with existing
16 regulatory requirements.

17 (2) Air Quality: The project has a less than significant impact on CO Hot
18 Spots, as it will not violate any State or federal standards with respect to
19 CO emissions at measured "hot spots." The project will not expose
20 sensitive receptors located within one mile of the project site to substantial
21 point source emissions generated by the project. Although the project will
22 involve the construction of sensitive receptors located within one mile of
23 the Nutrilite facility, and existing point source emitter, the project's
24 proximity to the Nutrilite facility will not exposes sensitive receptors to
25 toxic air contaminants that exceed the threshold of significance, or a
26 hazard index of 1.0 or greater for chronic non-cancer risks associated with
27 toxic air contaminants.
28

1 (3) Biology: The project will not conflict with any local policies or
2 ordinances protecting biological resources, such as a tree preservation
3 policy, as a result of project design considerations and compliance with
4 existing regulatory requirements.

5 (4) Geology: The project and project site is potentially subject to strong
6 seismic groundshaking that could expose people and structures to potential
7 substantial adverse effects, but this potential impact was determined to be
8 less than significant through compliance with existing Riverside County
9 Standards relating to groundshaking and compliance with the State
10 Alquist-Priolo Act. The project could be subject to geologic hazards such
11 as seiche, mudflow, or dam failure, but this impact was determined to be
12 less than significant through compliance with existing required State law
13 (California Civil Code Section 1103-1103.4) and General Plan policies.
14 The project will have a less than significant impact on deposition,
15 siltation, or erosion which may modify the channel of a river or stream or
16 the bed of a lake as a result of compliance with existing regulations, such
17 as preparation and compliance with a Stormwater Pollution Prevention
18 Plan and Water Quality Management Plan. The project's impact with
19 respect to encountering areas with organic material in soil that exceed
20 County requirements can be reduced to less than significant through
21 compliance with existing regulations, such as County Requirements for
22 Methane Mitigation Protocol on Vacant Lots.

23 (5) Hazards: The project will not create a significant hazard to the public or
24 the environment through routine transport, use, or disposal of hazardous
25 materials because it is required to comply with existing federal and state
26 regulations that regulate the manufacture, transport, and packing of
27 hazardous materials. The project will not impair implementation of or
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1 physically interfere with an adopted emergency response plan through
2 compliance with existing regulations, specifically County of Riverside
3 Ordinance No. 787.1, General Plan policy S5.1, and compliance with the
4 Uniform Fire Code. The project will not have a significant impact on
5 emitting hazardous emissions or handling hazardous or acutely hazardous
6 materials as a result of compliance with existing regulations, specifically
7 County Fire Code, the requirements of the California Health and Safety
8 requiring the preparation and implementation of Business Emergency
9 Plans.

- 10 (6) Hydrology: The project will not substantially alter existing drainage
11 pattern of the site or area, including the alteration of the course of a stream
12 or river, in a manner which would result in substantial erosion or siltation
13 on- or off-site through compliance with existing regulations, such as the
14 Water Quality Management Plan, General Plan policies OS 3.3, OS 5.3
15 and the Specific Plan Drainage Plan Development Standards. The project
16 will not violate any water quality standards or waste discharge
17 requirements through compliance with existing laws and regulations such
18 as the National Pollutant Discharge Elimination System (NPDES), Water
19 Quality Management Plan, and General Plan policy OS 3.3. The project
20 will not substantially deplete groundwater supplies or interfere
21 substantially with groundwater recharge such that there would be a net
22 deficit in aquifer volume or a lowering of the local groundwater table level
23 through implementation of design considerations, specifically The
24 Villages of Lakeview Specific Plan Drainage Plan Development Standards
25 and Drainage Plan. The project will not place housing within a 100 year
26 flood plain or in a FEMA mapped area. The project will have a less than
27 significant impact with respect to placing structures within a 100-year
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1 flood hazard area by implementation of design considerations, specifically
2 construction of the proposed backbone drainage facilities, passive parks,
3 Line A and water quality basins. The project will not otherwise
4 substantially degrade water quality through compliance with existing
5 regulations such as the Stormwater Pollution Prevention Plan, General
6 Plan policy OS 3.3 and the Water Quality Management Plan which is a
7 design consideration. These same design considerations and compliance
8 with design guidelines for swales and debris basins will result in a less
9 than significant impact on the operation of new or retrofitted storm water
10 Treatment Control Best Management Practices (BMPs) (e.g., water quality
11 treatment basins, constructed treatment wetlands). The project will not
12 result in a change in absorption rates or the rate and amount of surface
13 run-off through compliance with existing regulatory requirements, and
14 project design considerations (open space preservation, parks and tree
15 planting, and increasing floodplain storage capacity). The project will not
16 expose people or structures to a significant risk of loss, injury or death
17 involving flooding through compliance with existing regulatory
18 requirements. The project will not change the amount of surface water in
19 any water body through implementation of design considerations,
20 specifically the Project Master Drainage Plan.

21 (7) Land Use: The project will not have an adverse significant effect on land
22 use within a city sphere of influence and/or within adjacent city or county
23 boundaries. The project will not be inconsistent with the site's existing or
24 proposed zoning. The project will not disrupt or divide the physical
25 arrangement of an established community.

26 (8) Public Services: The project will not result in a substantial adverse
27 physical impacts associated with the provision of new or physically altered
28

1 medical service facilities, the construction of which could cause
2 significant environmental impacts because the project is required to
3 comply with and implement existing regulations and previously-adopted
4 requirements such as Mitigation Measure 4.15.7A of the County General
5 Plan EIR as well as project design considerations such as providing health
6 clinics, educational programming, and medical clinics on-site. The project
7 will not result in significant impacts to library services through
8 compliance with Ordinance No. 659.6 and project design considerations
9 which include providing a library as part of the project. The project will
10 not adversely affect school facilities through compliance with State law
11 which requires the payment of school mitigation fees. The project will not
12 result in an adverse impact on the sheriff services through compliance
13 with Ordinance No. 659.6 and General Plan policy LU 5.1.

- 14 (9) Recreation: The project provision of recreational facilities will not have a
15 significant adverse physical effect on the environment due to compliance
16 with General Plan policies OS 20.4, OS 20.5 and OS 20.6. The project
17 provides adequate park land and/or fees through compliance with required
18 regulations, specifically Riverside County Ordinance No. 460.143, Section
19 10.35 and project design considerations, specifically Specific Plan
20 Standard B.1.d.12. The project includes neighborhood and regional parks
21 to avoid impacts to existing neighborhood and regional parks. This impact
22 is addressed through compliance with existing regulations Riverside
23 County Ordinance No. 460.143, Section 10.35, and project design
24 considerations, specifically Specific Plan Standard B.1.d.12. The project
25 also provides recreational trails that connect to regional and local trails.

26 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following
27 environmental impacts associated with The Villages of Lakeview project, including Specific
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1 Plan No. 342, are potentially significant unless otherwise indicated, but each of these impacts
2 will be avoided or substantially lessened by the identified mitigation measures, and that for each
3 of the following impacts, the Board of Supervisors finds, based upon substantial evidence in the
4 record and, in accordance with CEQA Section 21081(a)(1), that “Changes or alterations have
5 been required in, or incorporated into, the project which mitigate or avoid the significant effects
6 on the environment,” as follows:

7 A. Aesthetics

8 1. Impacts:

9 The development of the project will have a substantial effect upon
10 Ramona Expressway, a County Eligible Scenic Highway corridor.
11 Additionally, the project has the potential to substantially damage
12 scenic resources on site, and will create of an aesthetically
13 offensive site open to public view from Wolfskill Avenue, Mike
14 Lane and Poppy Lane. These are significant impacts which will be
15 mitigated to below a level significance. Aesthetic impacts to
16 Ramona Expressway will be mitigated by compliance with
17 General Plan policies LU 13.1, 2 and 5, and OS 21.1, 22.1, and
18 22.3 which require among other design components a 50-foot
19 setback from Ramona Expressway, and undergrounding utility
20 lines on Ramona Expressway, and compliance with MM
21 Aesthetics 1 and 2. Potential aesthetic impacts to scenic resources
22 on the project site will be mitigated through regulatory compliance
23 with General Plan policies regarding avoiding the blocking of
24 public views with solid walls, and incorporation of project design
25 considerations such as providing a 30-foot equestrian trail along
26 the project’s southern boundary and trail access to the Lakeview
27 Mountains) as well as compliance with MM Aesthetics 3 which
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1 requires the preservation of existing mature trees and the potential
2 replacement of trees along the entry to the thoroughbred farm, if
3 required. Finally, the project minimizes potential impacts to the
4 obstruction of prominent scenic vistas or views open to the public
5 through compliance with General Plan policies regarding
6 avoidance of public view blockage and preserving views of the
7 Lakeview Mountains as set forth in LU 13.1, 2, and 5 and OS 21.1,
8 22.1 and 22.3., as well as compliance with MM Aesthetics 4.

9 2. Mitigation:

10 *Mitigation Measure Aesthetics 1* has been adopted and made a
11 condition of the project to reduce potential impacts to Ramona
12 Expressway as follows: the water tank(s) to be located within
13 Planning Area 81 in the Lakeview Mountains shall be screened
14 using landscaping and paint colors that blend in with the
15 surrounding hills. A combination of earthen berms and landscaping
16 may be used. The landscape screening plans shall be submitted to
17 Eastern Municipal Water District for approval prior to approval of
18 final construction documents for the tank(s).

19 *Mitigation Measure Aesthetics 2* has also been adopted and made
20 a condition of the project to reduce potential impacts on scenic
21 highways as follows: landscaping shall be provided adjacent to the
22 Mixed-Use Town Center Village to address foreground views from
23 Ramona Expressway (a County Eligible Scenic Highway corridor).
24 The extent and nature of the landscaping shall be reviewed and
25 approved by the County during the Village Refinement Process for
26 this village. The landscaping shall include drought-tolerant, low
27 groundcover and shrubs with mulch or rock to provide an
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1 attractive ground plain. Because views of the Lakeview
2 Mountains may be afforded, trees shall be grouped in such a way
3 as to allow open areas of intermittent views (i.e., no solid row of
4 trees).

5 *Mitigation Measure Aesthetics 3* has been adopted and made a
6 condition of the project to reduce potential impacts to scenic
7 resources: the landscaping of the Hansen Avenue area park shall
8 include the preservation of existing mature trees, if possible, and
9 the use of white split rail fences. The preservation of the trees shall
10 be confirmed at the approval of the VRP for the Garden Village
11 and finalized prior to building permit issuance for the last adjacent
12 residential unit. If the 24 existing trees along the entry to the
13 thoroughbred farm cannot be preserved, then they shall be replaced
14 within the planned park at a ratio of 1:1 by the planting of new 36-
15 inch box trees of the same species as the mature trees being
16 removed. The Multi-Purpose Community Trail along Hansen and
17 Wolfskill Avenues and Poppy Road shall also include trees spaced
18 so as not to block views and white split-rail fences. Prior to
19 grading permits, landscape plans shall be submitted to the Building
20 Department for approval. Construction of trail and landscaping
21 shall occur commensurate with adjacent implementing tracks and
22 finalized prior to Final Inspection of last adjacent residential unit.
23 Construction of the park elements shall be completed as required
24 per unit number triggers in the Specific Plan (No. 342) as reflected
25 in the Parkland Tracking Report.

26 *Mitigation Measure Aesthetics 4* has been adopted and made a
27 condition of the project to reduce potential impacts to prominent
28

1 scenic vistas from Wolfskill Avenue, Mike Lane, and Poppy Lane:
2 grading plans for the portions of Planning Areas 57 and 58 which
3 about Wolfskill or Poppy, shall be reviewed by the Building
4 Department to ensure that slopes which are higher than existing
5 roads are no higher or longer than the Conceptual Grading
6 Diagram in Specific Plan 342 indicates. Building layouts and
7 setbacks shall also be reviewed to ensure that some views over or
8 between proposed buildings are maintained along Wolfskill
9 Avenue. Some means of achieving the intent of this mitigation
10 may include, but are not limited to: reduced-height homes along
11 the frontage with existing local roads, larger setbacks, stepped
12 grading, etc.

13 B. Agricultural Resources

14 1. Impacts:

15 The project will cause development of non-agricultural uses within
16 300 feet of agriculturally zoned property (County of Riverside
17 Ordinance No. 625, Right-to-Farm). This would be a significant
18 impact which can be mitigated to less than significant with
19 mitigation.

20 2. Mitigation:

21 *Mitigation Measure Ag 1* has been adopted and made a condition
22 to the project to reduce potential impacts due to incompatibility
23 between agricultural uses and proposed suburban development as
24 follows: proposed residences, school buildings, and commercial
25 structures shall be setback 300 feet from existing active
26 agricultural uses of an offensive nature, which are defined as:
27 corrals, chicken houses, dairy waste ponds, manure stockpiles, or
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1 commercial livestock. This setback shall not apply to areas of the
2 project where Ramona Expressway intervenes between active
3 agriculture and proposed development because the expressway
4 will act as the buffer. The 300-foot buffer area may include public
5 road rights-of-way, parking lots, and service or maintenance areas.
6 In addition to project edge conditions, the 300-foot setback shall
7 also apply to interim conditions on-site between occupied project-
8 related buildings and existing on-site agricultural uses of an
9 offensive nature (e.g., chicken ranch) that are located in a later
10 phase of project development and may remain operational while
11 earlier phases of development are being built.

12 C. Biological Resources

13 1. Impacts:

14 The development of this project has the potential to significantly
15 conflict with the provisions of the Western Riverside County
16 Multi-Species Habitat Conservation Plan (WRCMSHCP). The
17 project will introduce new sources of nighttime lighting and glare
18 near conservation areas for outdoor security purposes and the
19 residences located on site. Proposed land uses immediately
20 adjacent to the SJWA (northern interface) consist of conservation
21 and open space with drainage facilities (including but not limited
22 to drainage facilities, water quality basins, and passive parks).
23 Proposed land uses adjacent to the Lakeview Mountains (southern
24 interface) consist of residential development (including a fuel
25 modification zone for fire protection) and park use. Potential
26 impacts from introduced lights include impacts to migratory birds
27 that use constellations to guide them during migration and impacts
28

1 to foraging, reproduction, and circadian rhythms of other species.
2 The development of the project may create a significant impact to
3 the Conservation Area from the adjacent residential land uses, and
4 the domestic pets of those residential areas. In addition, the
5 project may have a substantial adverse effect to the habitat of the
6 coastal California gnatcatcher, interfere substantially with sensitive
7 bird species, have a substantially adverse effect on sensitive
8 natural habitat, and have a substantially adverse effect on federally
9 protected wetlands. Also, the development of the project may
10 have a substantial adverse effect on federally protected wetlands as
11 defined by Section 404 of the Clean Water Act through direct
12 removal, filling, hydrological interruption, or other means. Each
13 of these potentially significant impacts can be mitigated to a less
14 than significant level with mitigation. The project's conflicts with
15 the provisions of an adopted Habitat Conservation Plan, Natural
16 Communities Conservation plan, or other approved local, regional,
17 or state conservation plan can be mitigated to less than significant
18 with implementation of Mitigation Measures Bio 1, 2, 3, 4, 9, 10,
19 11, 11a, 11b, 12, 13 and 14. The project's impact on any
20 endangered or threatened species, or any species identified as
21 candidate, sensitive, or special status can be mitigated to less than
22 significant through compliance with Mitigation Measures Bio 1, 2,
23 3, 4, 5, 11b, and 13 and compliance with the requirements of the
24 Multi-Species Habitat Conservation Plan, the Stephens' kangaroo
25 rat Habitat Conservation plan, and Design Considerations
26 including preservation of Lakeview Mountains and open space
27 near the San Jacinto River, adherence to a ban on all invasive plant
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1 species, and establishment of a 500-foot setback from the San
2 Jacinto Wildlife Area. The project's impact on wildlife movement
3 and the use of established wildlife corridors can be mitigated to
4 less than significant with implementation of Mitigation Measures
5 Bio 6 and 13. The project's impact on any riparian habitat or other
6 sensitive natural community can be mitigated to less than
7 significant with implementation of Mitigation Measures Bio 7, 8, 9
8 and 13. The project's potential impact on federally protected
9 wetlands as defined by the Clean Water Act can be mitigated to
10 less than significant with implementation of Mitigation Measures
11 Bio 7, 8 and 9 and 13.

12 2. Mitigation:

13 *Mitigation Measure Bio 1* has been adopted and made a condition
14 of the project in order to reduce potential impacts of lighting from
15 the development on the Conservation Area: The CC&Rs and
16 Homeowners' Associations will ensure that lighting is not
17 projected into the Conservation Area at either interface. Street
18 lighting will be designed with internal baffles to direct the lighting
19 towards the ground and have a zero side angle cut off to the
20 horizon. At the interface with the Lakeview Mountains, street
21 lighting will be at least 50 feet away from the Conservation Area.
22 North of Ramona Expressway, street lighting will be at least 400
23 feet from the project's proposed conservation areas and at least
24 500 feet away from the existing SJWA. The shielded lighting and
25 adequate setback will ensure that there will be no spillage of
26 lighting into the Conservation Area. The CC&Rs shall be
27 submitted to the Planning Department and County Counsel prior to
28

1 Map Recordation and will restrict the placement and use of
2 lighting on private residential properties, such that individual
3 residences will not direct lighting into the Conservation Area.

4 *Mitigation Measure Bio 2* has been adopted and made a condition
5 of approval of the project in order to minimize impacts to the
6 Conservation Area from the adjacent residential development:
7 Planning Areas and roads adjacent to the SJWA, Proposed
8 Constrained Linkage 20 (wildlife corridor) and the Lakeview
9 Mountains will incorporate barriers (as appropriate) to minimize
10 unauthorized public access, domestic animal predation, illegal
11 trespass, or unauthorized dumping. The exception will be public
12 access locations, which will direct the public into authorized
13 access areas within the Conservation Area (i.e., SJWA and the
14 Lakeview Mountains). All barriers will be placed within the
15 boundaries of the development and will be outside of the
16 Conservation Areas. Barriers will be located between the
17 SJWA/Lakeview Mountains and houses/paved roads. Barriers will
18 be designed to accommodate wildlife movement, but directing
19 wildlife away from residential areas. Barriers may consist of, but
20 not be limited to, walls, plants, fences, berms, and other
21 means (such as horizontal distance and vertical distance) or
22 combination of means to achieve the desired result. The final
23 design of the barriers shall be completed based on consultation
24 between the developer, County Planning Department, and as
25 approved by the County Environment Programs Department when
26 tentative tract maps and/or road plans are approved. California
27 Department of Fish and Game San Jacinto Wildlife Area
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1 representatives will be consulted regarding final design of barriers
2 along the SJWA edge. Where barriers are required between
3 established conservation areas and other areas of the project site,
4 impacts to cultural resources shall be taken into consideration with
5 respect to location, design, and installation such that cultural
6 resources adjacent to the conservation areas are avoided and that
7 the setting is respected or enhanced. The County Archaeologist, or
8 designee thereof, shall review all barrier plans proposed adjacent
9 to conservation areas on-site to assure consistency with this
10 mitigation measure.

11 ***Mitigation Measure Bio 3*** has been adopted and made a condition
12 of approval of the project in order to minimize impacts to the
13 Conservation Area from the domestic animals residing in the
14 adjacent residential development: The project Conditions,
15 Covenants and Restrictions shall restrict the number of domestic
16 animals (e.g., dogs, cats and other predatory animals) allowed per
17 residence to two, thus further limiting potential impacts. Cats shall
18 be limited to indoors. Copies of the CC&Rs shall be provided to
19 the County Planning Department prior to Map Recordation. This
20 mitigation measure applies to development north of Ramona
21 Expressway (Resort Village) and the following planning areas
22 south of Ramona Expressway: 58, 66-69, 73, and 77.

23 ***Mitigation Measure Bio 4*** has been adopted and made a condition
24 of the project in order to reduce impacts to Burrowing Owl habitat:
25 No more than 30 days prior to ground disturbance associated with
26 the development of the project regarding clearing, grading, or
27 demolition, a qualified biologist will conduct a pre-construction
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1 burrowing owl survey to satisfy Objective Number 5 of the
2 MSHCP species-specific objectives for the burrowing owl. If
3 breeding burrowing owls are detected on site, the Master
4 Developer will coordinate with the County of Riverside
5 Environmental Programs Department (EPD) to determine if the
6 occupied habitat will need to be avoided, or if the owls can be
7 relocated from the site. If the relocation of owls is approved, the
8 Master Developer will prepare a plan of relocation (passive or
9 active) to be approved by EPD and the responsible wildlife
10 agencies (i.e., U.S. Fish and Wildlife Service and CDFG). If
11 approved, relocation will be conducted outside of the breeding
12 season. If non-breeding owls are identified on site, including
13 wintering owls, the proponent will also notify EPD, and will
14 relocate the owls following a protocol to be approved by EPD and
15 the wildlife agencies.

16 *Mitigation Measure Bio 5* has been adopted and made a condition
17 of the project in order to reduce impacts to gnatcatchers habitat: If
18 habitat suitable to support the coastal California gnatcatcher is to
19 be removed between March 1 and August 15, focused surveys
20 shall first be conducted to determine if the habitat is occupied by
21 gnatcatchers. If gnatcatchers are present and are determined to be
22 nesting, the occupied areas shall be avoided until after August 15.

23 *Mitigation Measure Bio 6* has been adopted and made a condition
24 of the project in order to reduce impacts to sensitive bird species:
25 The removal of potential nesting vegetation of sensitive bird
26 species will be conducted outside of the nesting season (February 1
27 to August 31) to the extent that this is feasible. If vegetation must
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1 be removed during the nesting season, a qualified biologist will
2 conduct a nesting bird survey of potentially suitable nesting
3 vegetation prior to removal. Surveys will be conducted no more
4 than three (3) days prior to scheduled removals. If active nests are
5 identified, the biologist will establish buffers around the vegetation
6 containing the active nest (500 feet for raptors and 200 feet for non
7 raptors). The vegetation containing the active nest will not be
8 removed, and no grading will occur within the established buffer,
9 until a qualified biologist has determined that the nest is no longer
10 active (i.e., the juveniles are surviving independent from the nest).
11 If clearing is not conducted within three days of a negative survey,
12 the nesting survey must be repeated to confirm the absence of
13 nesting birds.

14 *Mitigation Measure Bio 7* has been adopted and made a condition
15 of approval of the project in order to minimize impacts to
16 jurisdictional waters of the United States: Prior to the issuance of a
17 grading permit, individual projects will obtain the necessary
18 authorizations from the regulatory agencies for proposed impacts
19 to jurisdictional waters. Authorizations may include, but are not
20 limited to, a Section 404 permit from the Army Corps of
21 Engineers, a Section 401 Water Quality Certification from the
22 Regional Board, and a Section 1602 Streambed Alteration
23 Agreement from California Department of Fish and Game.

24 *Mitigation Measure Bio 8* has been adopted and made a condition
25 of approval of the project in order to further minimize impacts to
26 jurisdictional waters: Project-specific impacts to jurisdictional
27 waters will be mitigated at a 3:1 ratio in a manner to be determined
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1 by the Master Developer and to be approved by the Army Corps of
2 Engineers, California Department of Fish and Game, and the
3 Regional Board through the permitting process.

4 *Mitigation Measure Bio 9* has been adopted and made a condition
5 of the project in order to minimize impacts to the natural
6 hydrological function of the area: To allow for future flexibility in
7 the hydrological function of the project drainage system so as to
8 best meet the needs of the off-site wetlands and on-site vernal pool
9 areas, the Central Park detention basin shall be designed to allow
10 flows to be detained (as currently planned) or to bypass
11 (completely or partially) the basin such that greater flows can be
12 released to the wetland area to most closely mimic existing
13 conditions in the 2-year and 10-year storm.

14 *Mitigation Measure Bio 10* has been adopted and made a
15 condition of approval of the project in order to minimize other
16 impacts to the MSHCP: The County of Riverside is a participating
17 entity or permittee of the MSHCP. The purpose of the MSHCP is
18 to conserve open space and habitat on a county-wide, cumulative
19 basis. Take authorization for the MSHCP was granted by the
20 USFWS and CDFG on June 22, 2004. The County of Riverside
21 will be allowed to utilize its allotted authorized take for projects in
22 compliance with the MSHCP. Compliance with the MSHCP fee
23 requirements will provide adequate mitigation for potential
24 impacts to the burrowing owl and other species and plant
25 communities determined to be adequately conserved by the
26 MSHCP. To address the impacts associated with the cumulative
27 loss of habitat for special status birds by the loss of habitat, the
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1 proposed project shall be conditioned to pay Riverside County
2 MSHCP mitigation fees as set forth under Ordinance No. 810.2.

3 ***Mitigation Measure Bio 11*** has been adopted and made a
4 condition of approval of the project: In order to increase public
5 awareness and knowledge about local environmental issues and
6 reduce potential significant indirect effects of development near to
7 Conservation Areas, the Master Developer of the proposed project
8 shall provide an Environmental Stewardship Program. The
9 program will include methods of community education such as
10 interpretive and directional signs, demonstrations, and pamphlets.
11 The types of information presented shall include, but not be
12 limited to: lighting, noise, keeping on trails, wildlife, plants,
13 habitats, barriers, domestic animals, toxics such as pesticides, and
14 invasive species. The Environmental Stewardship Program shall
15 include a fund to be administered by the Lakeview Community
16 Services Organization and a portion of the fund shall be used for
17 SJWA management items, including feral animal trapping,
18 removal of trash, invasive species removal and enforcement. The
19 budget will be developed in consultation with the California
20 Department of Fish and Game.

21 ***Mitigation Measure Bio 11a*** has been adopted and made a
22 condition of the project in order to reduce the potential significant
23 indirect effects of invasive species to Conservation Areas. This
24 measure requires that the Specific Plan will design landscaped
25 areas adjacent to the SJWA and Lakeview Mountains to avoid the
26 use of invasive plant species identified in Table 6-2 of the MSHCP
27 document. Of the 86 species identified in the MSHCP table (see
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1 also Appendix D (CD #3) and Appendix C (CD #3) of the Specific
2 Plan), 71 of them will be outright prohibited within the Specific
3 Plan. Of the remaining 15 plants, if used, they shall be placed at
4 least 150 feet from the existing and proposed conservation areas in
5 the Lakeview Mountains and shall not be used within 500 feet of
6 the San Jacinto Wildlife Area and the downstream conservation
7 areas along the San Jacinto River. CC&Rs will be enforced
8 through the Home Owners' Association to exclude 71 invasive
9 species from properties throughout the project and 86 invasive
10 species from properties within the above-prescribed distances from
11 the urban/wildland interfaces. Maintenance of landscaping in these
12 areas will include the removal of invasives that may establish
13 through natural dispersal mechanisms. Such maintenance shall be
14 funded through the Environmental Stewardship Program.

15 *Mitigation Measure Bio 11b* has been adopted and made a
16 condition of the project in order to further minimize impacts to the
17 Conservation Area from the proposed adjacent residential uses: In
18 order to reduce the potential significant indirect effects of
19 pesticides and rodenticides to conservation areas, the
20 Environmental Stewardship Program established under MM Bio
21 11, shall include an Integrated Pest Management (IPM) program.
22 The IPM program will 1) Establish minimum action thresholds for
23 the application of pesticides; 2) Provide educational materials to
24 promote accurate identification of pests by homeowners, so
25 appropriate control decisions can be made in conjunction with
26 action thresholds; 3) Educate homeowners to promote the
27 prevention of pests before infestation occurs; and 4) Recommend
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1 thresholds for utilization of control methods. Compliance with the
2 IPM program will be made a requirement of the project
3 Conditions, Covenants and Restrictions, and enforced through the
4 homeowners association.

5 **Mitigation Measure Bio 12** has been adopted and made a
6 condition of the project in order to further minimize impacts to the
7 Conservation Area from the proposed adjacent residential uses:
8 Where barriers are required between established conservation areas
9 and other areas of the project site, impacts to cultural resources
10 shall be taken into consideration with respect to location, design,
11 and installation such that cultural resources adjacent to the
12 conservation areas are avoided and that the setting is respected or
13 enhanced. The County Archaeologist, or designee thereof, shall
14 review all barrier plans proposed adjacent to conservation areas
15 on-site to assure consistency with this mitigation measure.

16 **Mitigation Measure Bio 13** has been adopted and made a
17 condition of the project in order to further minimize impacts to the
18 Conservation Area from the proposed adjacent residential uses:
19 Prior to issuance of grading permit for all Planning Areas located
20 adjacent to a conservation area that will come under Riverside
21 Conservation Authority Management, sensitive resources
22 (conservation areas) shall be delineated with temporary
23 construction fencing. Training for construction workers and
24 construction management personnel shall have occurred which
25 informs project workers of their responsibilities in regards to
26 avoiding and minimizing impacts to sensitive biological resources
27 through avoiding the fenced areas.
28

1 *Mitigation Measure Bio 14* has been adopted and made a
2 condition of the project in order to further minimize impacts to the
3 Conservation Area from the proposed adjacent residential uses:
4 To further deter wildlife from entering developed areas, trash
5 receptacles and refuse containers located within the Greenbelt and
6 parks located within 100 feet of all Conservation Areas shall be
7 provided with mechanisms which prevent scavenging animals
8 from gaining access to the contents of such trash containers.

9 D. Cultural

10 1. Impacts:

11 The development of the project may cause a substantial adverse
12 change in the significance of a historical or archaeological resource
13 as defined in California Code of Regulations Section 15064.5. In
14 addition, during the construction phase of the project, human
15 remains may be disturbed or a unique paleontological resource
16 may be destroyed. There are 23 recorded cultural resource sites
17 that may be impacted by the development of the project. The list
18 of these sites are as follows: CA-RIV-6726H, CA-RIV-8712, CA-
19 RIV 4156H, CA-RIV 8710H, CA-RIV 394, CA-RIV 8707, CA-
20 RIV 397, CA-RIV 806, CA-RIV 2585, CA-RIV 4155, CA-RIV
21 8698, CA-RIV 8699, CA-RIV 8700, CA-RIV 8704, CA-RIV
22 8705, CA-RIV 8711, CA-RIV 1842, CA-RIV 4156H, CA-RIV
23 4158, CA-RIV 8702, CA-RIV 8703, CA-RIV 8706, and CA-RIV
24 8712. A description of each, the project's potential impacts, and
25 the appropriate mitigation measures are listed below. To address
26 potential impacts to historical resources as defined in California
27 Code of Regulations Section 15064.5 of Title 14, the project shall
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1 implement MM Cultural 1. To address potential impacts to
2 archaeological resources, the project shall implement MM Cultural
3 1 and MM Cultural 2. Potential impacts to the disturbance of
4 human remains, if inadvertently discovered are addressed through
5 compliance with MM Cultural 1 and 2. Impacts to paleontological
6 resources are addressed by compliance with MM Paleontology 1
7 and MM Paleontology 2. Each of these potentially significant
8 impacts can be mitigated to a less than significant level with
9 mitigation.

10 2. Mitigation

11 *Mitigation Measure Cultural 1* has been adopted and made a
12 condition of approval of the project in order to minimize potential
13 impacts to known cultural, paleontological, archeological, and
14 other culturally significant resources: A master Cultural Resources
15 Management Plan (CRMP) was prepared and is contained in
16 Chapter 9 of the Cultural Resources Study. The master CRMP
17 contains mitigation measures for prehistoric sites and strategies to
18 implement the mitigation measures over the course of the project
19 development. When a tentative tract or other development project
20 within the Specific Plan area is filed on land containing, or within
21 500 feet of, prehistoric sites, an addendum to the master CRMP
22 will be prepared to address the sites affected by that tentative tract
23 or project. Each such addendum to the CRMP will be prepared in
24 consultation with the Native American tribes consulted for the
25 project, the Tribal Traditional Resources Advisory Committee, and
26 landowners and shall be reviewed and approved by the County.
27 Riverside County Transportation Commission shall also be
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1 consulted during preparation of any addendums to the master
2 CRMP for properties located adjacent to the MCP project.

3
4 As required by CEQA Guidelines Sections 15064.5(e) and (f), the
5 CRMP addendum shall contain detailed provisions for the
6 treatment of unanticipated discoveries during project construction,
7 including human remains. The provisions of the CRMP should be
8 consistent with state law as contained in Health and Safety Code
9 Section 7050.5, and PRC Sections 5097.94 and 5097.98. Such
10 mitigation shall be addressed in a manner consistent with the
11 following:

- 12 a. If buried materials of potential historical, cultural or
13 archaeological significance are accidentally discovered
14 during any earth-moving operations associated with the
15 proposed project, all work in that area shall be halted or
16 diverted until a qualified archaeologist can evaluate the
17 nature and significance of the finds. If the find is
18 determined to be an historical or unique archaeological
19 resource, as defined in Section 15064.5 of the California
20 Code of Regulations (State CEQA Guidelines), avoidance
21 or other appropriate measures as discussed in the CRMP
22 shall be implemented.
- 23 b. If evidence of potentially significant prehistoric or historic
24 resources is uncovered during project-related grading
25 outside of the high sensitivity areas in which archaeological
26 and Native American monitoring has already been required,
27 the extent of monitoring shall be amended and the presence
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1 of a Native American monitors shall be incorporated into
2 the monitoring program for all areas in the affected
3 tentative tract.

- 4 c. If human remains are encountered, California Health and
5 Safety Code Section 7050.5 states that no further
6 disturbance shall occur until the Riverside County Coroner
7 has made the necessary findings as to whether the remains
8 are Native American. If the Riverside County Coroner
9 determines the remains to be Native American, the Native
10 American Heritage Commission (NAHC) shall be
11 contacted pursuant to the law, and the NAHC shall identify
12 the most likely descendant. The most likely descendant
13 shall then make recommendations in the time frames set
14 forth in the Public Resources Code, and engage in
15 consultation with the project proponent and landowner
16 concerning the treatment of the remains as provided in
17 Public Resources Code Section 5097.98. Pursuant to
18 California Public Resources Code Section 5097.98(b)
19 remains shall be left in place and free from disturbance
20 until the most likely descendant has made his or her
21 recommendation regarding the treatment and disposition of
22 the human remains and any associated grave goods. Should
23 the most likely descendant fail to make a recommendation
24 or the landowner or his or her authorized representative
25 rejects the recommendation of the descendant, the
26 landowner (or authorized representative) is required to inter
27 the human remains and associated grave goods with
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1 appropriate dignity on the property in a location not subject
2 to further and future subsurface disturbance.

3 In addition to unanticipated discoveries, the CRMP addendum
4 shall incorporate the following recommendations to mitigate
5 impacts to identified cultural resources:

6 d. CA-RIV-6726H is the historical-period Colorado River
7 Aqueduct (CRA). The CRA is currently in use and will not
8 be modified by the proposed TVOL plan. SRI does not
9 recommend any archaeological work in association with
10 the CRA corridor. Two benchmarks that associated with
11 the CRA are located within the TVOL project area and
12 outside of the CRA corridor. Each is located within a
13 separately recorded prehistoric site. One benchmark,
14 Feature 2, is located within Locus C of site RIV-8712, and
15 will be preserved in place. The other, Feature 1, is located
16 on a boulder within site RIV-4156/H, which is in an area
17 subject to direct impacts from development. These
18 benchmarks are considered contributing elements to the
19 CRA and should be preserved in place if possible. If
20 preservation is not feasible, as may be the case with Feature
21 1, the affected benchmark shall be fully documented and
22 relocated or salvaged for interpretive uses. Treatment of
23 the benchmark recorded as RIV-6762H Feature 1 shall be
24 documented as part of the Data Recovery Plan for site RIV-
25 4156/H to be prepared in an addendum to the CRMP.

26 e. RIV-8710H is a historical-period refuse dump that most
27 likely derives from a construction camp for the CRA. The
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1 dump has good integrity and is eligible due to its
2 association with the CRA and the potential of the site
3 contents to provide additional information about
4 chronology of the dump, subsistence at the camps, the
5 relationship between the camp and the local and regional
6 economies, and the technology of CRA construction. The
7 site is situated at the northern edge of the TVOL project
8 area, adjacent to the San Jacinto Wildlife Area, and is
9 believed to be located on land owned by Lewis Operating
10 Corp. Because the site will be subject to indirect impacts
11 from possible illicit artifact collection due to the increased
12 population of the project area, a data recovery plan in the
13 form of detailed recording and mapping of all items at the
14 dump, along with photographic documentation or
15 collection of diagnostic and unique items shall be
16 implemented. Although subsurface deposits are unlikely at
17 the site, a limited set of shovel probe excavations to
18 determine if any dump materials have become completely
19 buried shall be implemented, and recovery of a
20 representative sample of such materials, if present shall be
21 conducted.

22 The recommended data recovery work shall be conducted prior to
23 issuance of a grading permit for Phase 1a of the TVOL project.
24 Prior to conducting the fieldwork, the California Department of
25 Fish and Game, and the U.S. Army Corps of Engineers shall be
26 notified and provided with a plan of work for the data recovery.
27 The results of the data recovery investigations at site RIV-8710H
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1 shall be documented in a professional quality technical report, and
2 as public interpretive information to be presented in the form of
3 brochures, public lectures, and signage placed within public parks
4 and facilities.

5 f. Sites RIV-394 and RIV-8707 are not to be subject to direct
6 adverse impacts, and are to be preserved in place in their
7 entirety. Current plans for the Public Facilities planning
8 area call for water tanks to be placed and a pipeline to be
9 installed south and west of the sites. To mitigate potential
10 indirect effects from possible vandalism, future
11 development within the Public Facilities planning area, and
12 activities within the nearby fuel modification zone, the Site
13 Preservation Plan for these sites will include provisions for
14 the sites to be flagged and avoided, and for archaeological
15 and Native American monitors from the tribes consulted for
16 the project to be present during all activities that could
17 cause ground disturbance within 100 feet of the sites.

18 g. CA-RIV-397 consisting of a boulder outcrop and
19 rockshelter with pictographs and an associated midden
20 area, is located at the edge of a Medium High Residential
21 planning area near the toe of the slope of the Lakeview
22 Mountains. The boulder containing the rockshelter and rock
23 art is located in the Open Space planning area, and thus will
24 be avoided and preserved from direct impacts. The
25 remainder of the site will be added to the Open Space
26 planning area and preserved from development, which will
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1 prevent direct impacts to all known cultural deposits, and
2 provide a buffer between residential development the Split
3 Rock boulder and associated rock art panels. To mitigate
4 potential indirect effects from possible vandalism, illicit
5 artifact collection, and changes in the integrity if setting,
6 feeling, and association resulting from the proximity of the
7 residential use, a Site Preservation Plan shall be prepared
8 prior to approval of any tentative tract within 500 feet of
9 the site. The Site Preservation Plan shall be based on
10 consultation among the Tribes, Tribal Traditional
11 Resources Advisory Committee, Regional Conservation
12 Authority, and, if possible and culturally appropriate, the
13 County, and shall include provisions for removal of modern
14 graffiti, detailed recording of rock art elements by a
15 recognized rock art expert, capping of exposed cultural
16 deposits with fill and restoration of native vegetation, and
17 protection of the site area from vandalism through
18 appropriate fencing, landscaping, and interpretation.

- 19 h. Sites CA-RIV-806, 2585, 4155, 8698, 8699, 8700, 8704,
20 8705, and 8711 consist of varying numbers of milling
21 features, including both slicks and mortars, some with
22 associated cultural deposits, all located within Open Space
23 planning areas. The sites are not subject to grading or other
24 ground disturbances associated with development and
25 therefore no direct impacts to these sites are anticipated;
26 however, indirect impacts could occur as a result of the
27 proximity of residential areas, the recreational use of
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1 nearby trails, and activities within adjacent fuel
2 modification zones. No mitigation measures are proposed
3 for RIV-806 because of the distance to the trails. For the
4 remainder of the sites, to provide long term management
5 and protection, a Site Preservation Plan shall be prepared
6 prior to approval of any tentative tract within 500 feet of
7 the site. The Site Preservation Plans for these sites should
8 include provisions for the sites to be flagged and avoided,
9 and for archaeological and Native American monitors from
10 the tribe(s) consulted for the project to be present during all
11 activities that could cause ground disturbance within 100
12 feet of the sites.

- 13 i. CA-RIV-1842 is a small- to moderate-size milling complex
14 site in the center of THE VILLAGES OF LAKEVIEW Specific
15 Plan area. It includes two milling features with milling
16 slicks. Trenching investigations identified ground stone
17 fragments, flaked stone artifacts, a faunal bone, and midden
18 deposit approximately 1.3 to 2.6 feet west of the milling
19 feature area. A midden deposit was encountered as deep as
20 4 feet below ground surface. Overall, whereas the surface
21 condition of the site is fair, the midden deposits suggest
22 some subsurface integrity and the potential to hold
23 additional cultural materials. The northern boundary of the
24 site has not been clearly defined. The Data Recovery Plan
25 for RIV-1842 shall include provisions for additional testing
26 to determine firmly the northern boundary of the site and
27 assess the composition and structure of the subsurface
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1 deposits. Based on the testing data, a representative sample
2 of subsurface cultural deposits shall be excavated,
3 analyzed, and interpreted. The results of the data recovery
4 shall be documented in a professional report and public
5 interpretive information. The appropriate disposition of all
6 cultural resource collections resulting from data recovery
7 excavations will be determined in consultation with the
8 applicant, the County and consulted tribes, and documented
9 in the data recovery plans contained in addenda to the
10 CRMP.

- 11 j. CA-RIV-4156/H contains four milling features with a total
12 of six slicks and one mortar. Although three trenches were
13 excavated in the vicinity of the site with negative results,
14 the immediate site area was not tested and subsurface
15 deposits cannot be ruled out. The Data Recovery Plan for
16 RIV-4156/H shall include provisions for testing to confirm
17 the presence or absence of subsurface deposits. If the
18 testing indicates that a subsurface deposit is present, a
19 representative sample of subsurface cultural deposits shall
20 be excavated, analyzed, and interpreted. The results of the
21 data recovery shall be documented in a professional report
22 and public interpretive information. The appropriate
23 disposition of all cultural resource collections resulting
24 from data recovery excavations will be determined in
25 consultation with the applicant, the County and consulted
26 tribes, and documented in the data recovery plans contained
27 in addenda to the CRMP.
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1 k. CA-RIV-4158, which is believed to be a re-deposited
2 assortment of artifacts removed from other nearby sites.
3 Trenching results indicate that, although RIV-4158 appears
4 to contain sparse subsurface archaeological deposits, this
5 site may retain relatively little subsurface integrity. The
6 Data Recovery Plan for RIV-4158 shall include provisions
7 for additional testing to assess the composition and
8 structure of the subsurface deposits. Based on the testing
9 data, a representative sample of subsurface cultural deposits
10 shall be excavated, analyzed, and interpreted. The results of
11 the data recovery shall be documented in a professional
12 report and public interpretive information. The appropriate
13 disposition of all cultural resource collections resulting
14 from data recovery excavations will be determined in
15 consultation with the applicant, the County and consulted
16 tribes, and documented in the data recovery plans contained
17 in addenda to the CRMP.

18 l. Sites RIV-8702, 8703, and 8706, with three slicks, each on
19 a separate boulder, will be subject to direct adverse effects
20 from grading for residential uses. Each will require
21 preparation and implementation of a Data Recovery Plan to
22 mitigate adverse impacts from site destruction. The Data
23 Recovery Plans for these sites shall include provisions for
24 testing to confirm the presence or absence of subsurface
25 deposits. If the testing indicates that a subsurface deposit is
26 present, a representative sample of subsurface cultural
27 deposits shall be excavated, analyzed, and interpreted. The
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1 results of the data recovery shall be documented in a
2 professional report and public interpretive information.
3 The appropriate disposition of all cultural resource
4 collections resulting from data recovery excavations will be
5 determined in consultation with the applicant, the County
6 and consulted tribes, and documented in the data recovery
7 plans contained in addenda to the CRMP.

- 8 m. Site RIV-8712 covers an area of 78.5 acres containing five
9 previously recorded sites, now defined as loci within the
10 larger site complex. The portions of the site containing the
11 rock art and milling features and having the highest surface
12 artifact density are within an Open Space planning area that
13 covers 47 acres (60 percent) of the site area. Approximately
14 12.5 acres (16 percent) of the site have already been
15 disturbed by previous construction of the CRA and the IFP.
16 The remaining portions of the site, approximately 19 acres, or
17 24 percent of the site area, will be subject to direct adverse
18 effects. To provide for long-term management and
19 protection of the portions of site 8712, a Site Preservation
20 Plan shall be prepared prior to approval of any tentative
21 tract within 500 feet of the site. The Site Preservation Plan
22 shall be based on consultation among the Tribes, Tribal
23 Traditional Resources Advisory Committee, Regional
24 Conservation Authority, and the County, and shall include
25 provisions for protection of the site area from vandalism
26 through appropriate fencing, landscaping, and
27 interpretation. The Data Recovery Plan for the portion of
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1 RIV-8712 subject to direct impacts shall include provisions
2 for additional testing to assess the composition and
3 structure of the subsurface deposits. Based on the testing
4 data, a representative sample of subsurface cultural deposits
5 shall be excavated, analyzed, and interpreted. The results of
6 the data recovery shall be documented in a professional
7 report and public interpretive information. The appropriate
8 disposition of all cultural resource collections resulting
9 from data recovery excavations will be determined in
10 consultation with the applicant, the County and consulted
11 tribes, and documented in the data recovery plans contained
12 in addenda to the CRMP.

- 13 n. Isolates 6 and 7 are subsurface items identified during the
14 excavation of trenches 51 and 68. Located approximately
15 197 feet apart, the materials do not meet the criteria for
16 consideration as a site. However, one flaked stone artifact
17 was identified on the surface between two trenches and, as
18 it is possible that additional materials are present below the
19 surface between trenches 51 and 68; therefore, it is
20 recommended by SRI that this area is includes additional
21 subsurface investigation. SRI recommends excavation of
22 four additional trenches around TRs 51 and 68 and four
23 more between TRs 65 and 50 to the east. This work should
24 be conducted for and reported in the CRMP Addendum to
25 be prepared for the tentative tract containing these
26 resources. If the results of the testing indicate the presence
27 of an intact subsurface cultural deposit, a Data Recovery
28

1 Plan for the newly identified site shall be prepared
2 according to the provisions of the CRMP. The DRP shall
3 contain monitoring during ground-disturbing activities,
4 preparation of a professional report and public interpretive
5 information, and curation of the collection. The DRP shall
6 be reviewed and accepted by the County archaeologist prior
7 to approval of any tentative tract containing or within 500
8 feet of the site. All DRP measures for the site shall be
9 implemented prior to issuance of a grading permit for the
10 associated tentative tract. A technical report of findings,
11 including disposition of the recovered archaeological
12 collection, for the DRP shall be submitted and approved by
13 the County archaeologist prior to issuance of occupancy
14 permits for the associated tentative tract.

15 *Mitigation Measure Cultural 2* has been adopted and made a
16 condition of the project in order to minimize potential impacts to
17 as-yet undiscovered archeological, paleontological, and other
18 cultural resources: Even after full implementation of data recovery
19 through MM Cultural 1, it is possible that significant buried
20 resources could be present in many areas that will be graded.
21 Therefore, to mitigate for discovered buried sites, the entire area
22 designated as having high sensitivity for buried sites shall be
23 monitored by a qualified archaeologist and a Native American
24 monitor during any ground-disturbing activities. Full time
25 archaeological and Native American monitoring during
26 excavations shall be conducted in these areas. A full report of all
27 monitoring activities, including disposition of all resulting
28

1 collections, shall be prepared according to the provisions of the
2 Cultural Resources Management Plan.

3 ***Mitigation Measure Paleontology 1*** has been adopted and made a
4 condition of the project to minimize potential impacts to as-yet
5 undiscovered paleontological resources not determined to be a
6 significant resource: Should any paleontological resources be
7 accidentally discovered during construction, construction activities
8 shall be moved to other parts of the project site and a qualified
9 paleontologist shall be contacted to determine the significance of
10 these resources. If the find is determined to be a significant
11 paleontological resource, and if the area was identified as having a
12 "Low" sensitivity for containing paleontological resources, similar
13 sediments may be reassigned as "High" sensitivity and would be
14 subject to MM Paleontology 2.

15 ***Mitigation Monitoring Paleontology 2*** has been adopted and made
16 a condition of approval of the project to minimize potential
17 impacts to as-yet undiscovered significant paleontological
18 resources: For areas of the site identified as having a "High"
19 sensitivity for finding paleontological resources, prior to the
20 issuance of a grading permit, a qualified paleontologist shall be
21 retained and a Paleontological Resource Monitoring and Treatment
22 Plan (PRMTP) shall be prepared. Once the PRMTP is approved by
23 the County of Riverside Planning Department, grading and
24 construction activities may commence under the provisions of the
25 PRMTP. The plan should include the following:

- 26 1. Pregrade meeting with a qualified paleontologist. The
27 paleontologist will explain the likelihood for encountering
28

1 paleontological resources, what resources may be
2 discovered, and the methods that will be employed if
3 anything is discovered.

4 2. In areas mapped with High B rating, a qualified vertebrate
5 paleontologic monitor shall be present during construction
6 excavation. The monitor shall inspect fresh cuts and/or
7 spoils piles to recover paleontological resources. The
8 monitor shall be empowered to temporarily divert
9 construction equipment away from the immediate area of
10 the discovery.

11 3. If the qualified paleontologist is not present when fossil
12 remains are uncovered by earth-moving activities, these
13 activities shall be stopped and a qualified paleontologist
14 shall be called to the site immediately to evaluate the
15 significance of the fossil remains.

16 4. It is recommended that native sediments occasionally be
17 spot-screened through one-eighth to one-twentieth-inch
18 mesh screens to determine whether microfossils are
19 present. If microfossils are encountered, additional
20 sediment samples as determined by the paleontological
21 monitor shall be collected and processed to recover
22 additional fossils.

23 5. If the qualified paleontologist determines that insufficient
24 fossil remains have been found after fifty percent of earth
25 moving activities have been completed, monitoring can be
26 reduced or discontinued.

6. Any recovered specimens shall be prepared to the point of identification and permanent preservation, which may include the picking of any washed mass samples to recover small invertebrate and vertebrate fossils, if present, the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and the hardeners/stabilizers to fragile specimens.
7. Specimens shall be identified to the lowest taxonomic level possible and curated at an institutional repository approved by the County of Riverside.
8. A report shall be prepared that details the methods and results of the monitoring program, even if the results are negative. If applicable, this shall include an appended itemized inventory of identified specimens. This report shall be submitted by the project paleontologist to the County of Riverside, Planning Department, prior to the issuance of the final grading inspection for the area under each grading permit issued.

E. Geology

1. Impacts:

A portion of the project site is located on a geologic unit that is potentially unstable. In particular, the southeast portions of the project site area (the Foothill Village) may be subject to rockfall hazards. With the adoption of Mitigation Measure Geo 1, together with implementation of measures set forth in the geotechnical reports included in Appendix F of the DEIR, and compliance with existing regulatory requirements, such as County Ordinance No.

1 457 and the Uniform Building Code, those impacts are mitigated to
2 below a level of significance. Portions of the project may also be
3 located on a geologic unit or soil that is either unstable, may
4 become unstable as a result of the project and potentially result in
5 ground subsidence. This impact will be reduced to less than
6 significant through implementation of project design
7 considerations, specifically over-excavation and re-compaction of
8 on-site alluvial soil, and compliance with Mitigation Measures Geo
9 2 and 3. The project may result in a change in topography or
10 ground surface relief features, or create cut or fill slopes greater
11 than 2:1 or higher than 10 feet. This impact will be reduced to less
12 than significant with implementation of project design
13 considerations, specifically compliance with the Slope Stability
14 Report, submission of a landscaping and irrigation plan to the
15 County Building and Safety Department with the rough grading
16 plan submittal for areas where cut and fill slopes are created higher
17 than 10 feet, and compliance with Specific Plan Development
18 Standards regarding water and sewer together with implementation
19 of Mitigation Measure Geo 3. The project may result in substantial
20 soil erosion or the loss of top soil, and/or be located on expansive
21 soil. This impact will be reduced to less than significant through
22 implementation of project design considerations, specifically the
23 preparation of site specific detailed soil reports and geotechnical
24 studies before final grading activities occur, and compliance with
25 Mitigation Measure Geo 3. The project may result in an increase
26 in water induced erosion either on or offsite. This impact will be
27 reduced through compliance with existing regulations and
28

1 regulatory requirements such as preparation and implementation of
2 a Stormwater Pollution Prevention Program and implementation of
3 project design considerations, specifically maintenance of all
4 common areas, recreational facilities and open space through
5 landscaping and irrigation together with implementation of
6 Mitigation Measure Geo 3. The proposed project could also result
7 in methane levels that exceed Riverside County standards. This
8 impact will be mitigated to less than significant through
9 implementation of project design considerations, specifically
10 preparation of a detailed soils report and geotechnical investigation
11 per Section 7 of the Specific Plan prior to initial grading activities
12 together with implementation of Mitigation Measure Geo 3.

13 2. Mitigation:

14 *MM Geo 1* has been adopted and made a condition of approval of
15 the project: To protect life, occupied buildings and water tanks,
16 rockfall hazards shall be addressed to planning areas adjacent to
17 the Lakeview Mountains. Evidence of past rockfalls exist onsite;
18 consequently, based upon field investigation, the majority of the
19 areas adjacent to the slopes have at least a minimal level for
20 rockfall hazard. Therefore, slope areas have been delineated by
21 three distinct rockfall hazard zones, RH Zone 1 has the least
22 potential, and RH Zone 3 has the highest potential. The following
23 recommendations for remediation are based upon the Preliminary
24 Rockfall Hazard Evaluation. Adherence to these remediation
25 measures will reduce the level of impact to less than significant.

26 RH Zone 1 – Due to the isolated nature of hazards within this zone,
27 the hazard of individual rock falls can be generally neutralized by
28

1 the removal of individual rocks and/or construction of low impact
2 walls. Blasting may be required in this zone in order to completely
3 remove the individual rock hazard.
4

5 RH Zone 2 – Local areas in this zone may only require a few
6 isolated rocks to be removed while other areas may require a more
7 regional alternative. The following measures are provided as
8 options for remediation in Zone 2:

- 9 • Construction of a debris ditch with a 5-foot tall, 1.5:1
10 (horizontal to vertical) manufactured slope, which will
11 capture falling debris. Due to the granular nature of on-site
12 soils, the slope will need to be reinforced with geogrid,
13 which is a synthetic polymer-coated material that is used to
14 reinforce an earth-fill slope, wall, and base layer
15 construction. Geogrid provides a stabilizing force within
16 the soil structure itself and will improve the surficial
17 stability of fill slopes inclined at 1.5:1. This manufactured
18 slope should be a minimum of 15 feet from the toe of the
19 natural slope. Fencing at the top of the manufactured slope
20 will be constructed to provide additional protection.
- 21 • Construction of a debris ditch with a 5-foot tall, 2:1
22 manufactured slope and 3-foot tall, top of slope impact
23 wall. The impact wall should be designed using an
24 equivalent fluid pressure of 125 pounds per cubic foot
25 (pcf). The toe of the manufactured slope should be a
26 minimum 15 feet from the toe of the natural slope.
27
28

- Construction of a debris ditch with a 3-foot tall retaining wall. The base of the wall should be a minimum 15 feet from the toe of the natural slope.
- Construct a 6-foot tall Caltrans-type rock fence that should be setback a minimum of 15 feet from the toe of the natural slope.
- Implementation of a 50-foot setback from the toe of the natural slope to the property line of the proposed lots and construct fencing that will provide some additional measure of protection from rockfall hazards.

RH Zone 3 – Due to the abundant hazards in this zone, a regional remediation measure is recommended, as opposed to individual remediation/removal of specific hazardous rocks. However, due to the existence of local, large, rounded boulders located high up on the perimeter slopes in these areas, local blasting of these large fragments may be required in addition to the implementation of rockfall zone mitigation measures.

- Construction of a debris ditch with an 8-foot tall, 1.5:1 (horizontal to vertical) manufactured slope. Due to the granular nature of on-site soils, the slope will need to be reinforced with geogrid. This manufactured slope should be a minimum of 15 feet from the toe of the natural slope. A 5-foot tall fence constructed at the top of the manufactured slope will provide additional protection.
- Construction of debris ditch with a 5-foot tall, 2:1 manufactured slope and 5-foot tall top of slope impact wall. The impact wall should be designed using an equivalent

1 fluid pressure of 125 pcf. The toe of the manufactured
2 slope should be a minimum 15 feet from the toe of the
3 natural slope.

- 4 • Construction of a debris ditch with a 5-foot tall retaining
5 wall. The base of the wall should be a minimum 15 feet
6 from the top of the natural slope.
- 7 • Construct a 6-foot tall Caltrans-type rock fence that should
8 be setback a minimum of 15 feet from the toe of the natural
9 slope.
- 10 • Implementation of a 75-foot setback from the toe of the
11 natural slope to the future property line of the proposed lots
12 and construct fencing that will provide some additional
13 measure of protection from rockfall hazards.

14 *Mitigation Measure Geo 2* has been adopted and made a
15 condition of approval of the project to address potential
16 construction on a geologic unit or soil that is unstable or result in
17 ground subsidence: The upper 5 to 15 feet of alluvial soil is
18 considered to be slightly, to moderately compressible, therefore,
19 partial removal and re-compaction of this material will be
20 necessary in areas where structures are planned, in order to reduce
21 the potential for excessive total and differential settlement of the
22 structures. The depth of removal and recompaction will be
23 determined in the field based on conditions exposed but is
24 expected to include complete removal of manure and organic-rich
25 soil, complete removal of uncontrolled fill soils and removal of the
26 upper 5 to 8 feet of alluvial soil.

1 *Mitigation Measure Geo 3* has been adopted and made a condition
2 of approval of the project to address potential construction on a
3 geologic unit or soil that is unstable or result in ground subsidence;
4 the project's potential to change topography or ground surface
5 relief features; substantial soil erosion or the loss of top soil; the
6 potential for an increase in water-induced erosion; and the
7 potential exceedance of acceptable levels of methane: Prior to
8 issuance of a grading permit on any implementing project, an
9 updated soils report and geotechnical study reviewing the most
10 current development plan shall be prepared to analyze on-site soil
11 conditions and slope stability and include appropriate measures to
12 provide foundation stability, seismic design, and limit damage
13 from erosion.

14 F. Hazards

15 1. Impacts:

16 The development of the project may create a significant hazard to
17 the public or the environment through reasonably foreseeable upset
18 and accident conditions involving the release of hazardous
19 materials into the environment. These impacts would be generated
20 through the development of properties that have been previously
21 used for agricultural purposes, or by the routine use of hazardous
22 materials during the construction of the site, or by the removal of
23 existing structures. These impacts can be reduced to less than
24 significant through implementation of Mitigation Measure
25 Hazards-Mat 1, 2, 3, 3a, and 4a, as well as compliance with
26 existing regulations, such as SCAQMD Rules and Regulations
27 pertaining to asbestos, Department of Transportation Office of
28

1 Hazardous Materials Safety, and pertinent provisions of Titles 8 22
2 and 26 of the California Code of Regulations. Additionally, the
3 project site is located on a site which is included on a list of
4 hazardous materials sites compiled pursuant to Government Code
5 Section 65962.5 and, as a result, would create a significant hazard
6 to the public or the environment. This impact is reduced to less
7 than significant through compliance with Mitigation Measure
8 Hazards-Mat 4. The project is also located within a County High
9 Fire Area, which may expose people or structures to a significant
10 risk of loss, injury, or death involving wildland fires, including
11 where wildlands are adjacent to urbanized areas or where
12 residences are intermixed with wildlands. This impact is reduced to
13 less than significant through implementation of design
14 considerations such as 100-foot fuel modification zone, 500 feet of
15 open space/regional park between the closest development area to
16 the San Jacinto Wildlife Area, and Mitigation Measures Hazards-
17 Fire 5 and 6. With the adoption of the following mitigation
18 measures, those impacts are mitigated to below a level of
19 significance.

20 2. Mitigation:

21 *Mitigation Measure Hazards-Mat 1* has been adopted and made a
22 condition of approval of the project to minimize impacts to the
23 future residents of the subject site from the current agricultural
24 uses: To assure that contaminated soils are not used on-site or
25 improperly exported off-site, appropriate soils testing and handling
26 shall occur. Prior to approval of tentative tract maps, site plans, or
27 other discretionary approvals for a given phase of development or
28

1 specific plan area, the County shall confirm that a Phase I ESA has
2 been prepared for the area that is the subject of the discretionary
3 action. If a Phase I ESA has not been previously prepared for the
4 area, a Phase I ESA shall be performed by a registered
5 environmental assessor (REA) prior to the approval of the
6 discretionary action. If the property had historically been used for
7 agricultural activities, the Phase I ESA shall address the potential
8 for pesticide residues. If potential hazardous materials or
9 conditions are identified in the Phase I report, the
10 recommendations of the ESA shall be implemented. Such
11 recommendations could include surficial sampling and chemical
12 analysis within agricultural areas or where soil staining was
13 observed. The Phase I ESA shall be provided to the County of
14 Riverside and shall be included in any CEQA analysis prepared in
15 connection with the consideration of the future discretionary
16 approvals for development.

17 ***Mitigation Measure Hazardous-Mat 2*** has been adopted and made
18 a condition of approval of the project to address impacts related to
19 a release of hazardous materials into the environment: An asbestos
20 and lead paint survey will be required prior to issuance of a
21 demolition permit for the demolition of existing site structures.
22 Recommendations of the study shall be implemented in
23 compliance with all applicable regulations.

24 ***Mitigation Measure Hazards-Mat 3*** has been adopted and made a
25 condition of approval of the project to address impacts related to a
26 release of hazardous materials into the environment: Removal of
27 structures including buildings, tanks, or buried materials from
28

1 contaminated areas will require monitoring by a Hazardous
2 Materials trained archaeologist. If buried materials of potential
3 historical, cultural or archaeological significance are accidentally
4 discovered during any earth-moving operations associated with the
5 proposed project, all work in that area shall be halted or diverted
6 until a qualified archaeologist can evaluate the nature and
7 significance of the finds. If the find is determined to be an
8 historical or unique archaeological resource, as defined in Section
9 15064.5 of the California Code of Regulations (State CEQA
10 Guidelines), avoidance or other appropriate measures as discussed
11 in the Cultural Resources Management Plan shall be implemented
12 (See MM Cultural 1 in Section 5.5 for further information).

13 ***Mitigation Measure Hazards-Mat 3a*** has been adopted and made
14 a condition of approval of the project to address impacts related to
15 a release of hazardous materials into the environment: If, while
16 performing any excavation as part of project construction, material
17 that is believed to be hazardous waste is discovered, as defined in
18 Section 25117 of the California Health & Safety Code, the
19 developer shall contact the County of Riverside Community Health
20 Agency, Department of Environmental Health. Excavation shall be
21 stopped until the material has been tested and the presence of
22 hazardous waste has been confirmed. If no hazardous waste is
23 present, excavation may continue. If hazardous waste is
24 determined to be present, the County Department of
25 Environmental Health will provide guidance regarding necessary
26 oversight so that the material is be removed and disposed of
27 pursuant to applicable provisions of California law.
28

1 *Mitigation Measure Hazards-Mat 4* has been adopted and made a
2 condition of approval of the project in order to minimize impacts
3 to the project from a burn dump that is within the project site: If
4 the burn dump is not fully remediated by the time development
5 starts, a 300-foot buffer from the burn dump site is required from
6 any proposed development until remediation of the burn dump site
7 is complete, or other measure acceptable to the RCWMD, such as
8 a barrier, to eliminate exposure pathways will be completed. No
9 setbacks or other measures to eliminate exposure pathways are
10 required if remediation has been completed and cleared by the
11 County and State Departments of Health.

12 *Mitigation Measure Hazards-Mat 4a* has been adopted and made
13 a condition of approval of the project to address impacts related to
14 a release of hazardous materials into the environment: To properly
15 assess the suitability of on-site soils to be used as fill, a
16 geotechnical evaluation shall be performed by a qualified
17 professional prior to the approval of all Tentative Tract maps or
18 site plans for a given phase of development. This evaluation will
19 include an analysis of the organic matter content of soils on the
20 site. If the organic matter content of the soils is greater than 2
21 percent when mixed with subsurface soils and/or imported fill,
22 then manure will be removed from the site and properly disposed
23 of, or mixed with other soils to reduce the organic matter to less
24 than 2 percent prior to grading operations.

25 *Mitigation Measure Hazards-Fire 5* has been adopted and made a
26 condition of approval of the project in order to reduce impacts on
27 the development from the County High Fire Area: All buildings
28

1 shall be constructed with fire retardant roofing material as
2 described in Section 1503 of the Uniform Building Code.

3 *Mitigation Measure Hazards-Fire 6* has been adopted and made a
4 condition of approval of the project in order to reduce impacts to
5 the project from potential fire fuel areas: Prior to the approval of
6 any development plan for lands adjacent to open space areas
7 (Planning Areas 58, 66, 68, 69, 73, and 81), a fire
8 protection/vegetation management (fuel modification) plan shall be
9 submitted to the fire department for review and approval. The
10 Homeowners' Association or appropriate management entity shall
11 be responsible for maintaining the elements of the plan. If
12 significant eligible cultural resources are located within or adjacent
13 to a fuel modification zone, the fire protection/vegetation
14 management plan shall be prepared in conjunction with parties
15 knowledgeable about the cultural resources such as the County
16 Archaeologist, and Native American representatives.

17 G. Hydrology

18 1. Impacts:

19 The project has the potential to create or contribute runoff water
20 which would exceed the capacity of existing or planned storm
21 water drainage systems or provide substantial additional sources of
22 polluted run-off. This impact can be reduced to less than
23 significant through compliance with local and state regulations,
24 such as General Plan policy OS 3.3, the Water Quality
25 Management Plan, and implementation of project design
26 considerations such as roadside swales and water quality basins,
27 together with compliance with MM Hydro 1 set forth below. In
28

1 addition, the development of the project will substantially alter the
2 existing drainage pattern of the site or area, including the alteration
3 of the course of a stream or river, or substantially increase the rate
4 or amount of surface runoff in a manner which would result in
5 flooding on- or off-site. This potential impact will be mitigated to
6 less than significant through compliance with MM Hydro 1 set
7 forth below, and compliance with the Water Quality Management
8 Plan, General Plan policies Os 4.3, S 4.8, S 4.9 and S 4.18, as well
9 as implementation of project design considerations, specifically the
10 Master Drainage Plan.

11 2. Mitigation:

12 *Mitigation Measure Hydro 1* has been adopted and made a
13 condition of approval of the project in order to address potential
14 significant adverse environmental impacts associated with interim
15 conditions that may exist prior to the completion of the overall
16 project storm drain and water quality treatment system: Prior to
17 approval of future Tentative Tract maps within THE VILLAGES OF
18 LAKEVIEW SPECIFIC PLAN which are proposed prior to completion
19 of the overall project drainage improvements, hydrology studies
20 will be required to analyze potential impacts and identify any
21 needed improvements within the tract and/or within the Specific
22 Plan or offsite which are required to accommodate storm water
23 flows and address water quality, as required by the County of
24 Riverside and Regional Water Quality Control Board. Potential
25 operational BMPs may include vegetated swales, sand filtration
26 systems, water quality inlets, mechanical separators, and/or other

1 proprietary devices as needed to treat expected pollutants from
2 development. (See Table 5.8-D.)

3 H. Land Use

4 1. Impacts:

5 The project lies adjacent to, and in otherwise close proximity to
6 properties that have agricultural and rural zoning. This introduces
7 a significant conflict between the higher densities within the
8 specific plan and the surrounding residential areas. The project is
9 potentially incompatible with existing and planned surrounding
10 land uses. However, both of these impacts will be reduced to
11 below a level of significance with the mitigation measures Land
12 Use 1 and 2, below, and with implementation of design
13 considerations (such as the equestrian trail) and compliance with
14 hunting regulations within the San Jacinto Wildlife Area. The
15 project has potential inconsistencies with policies in the General
16 Plan which will be addressed by Mitigation Measure Land Use 3,
17 below.

18 2. Mitigation:

19 *Mitigation Measure Land Use 1* has been adopted and made a
20 condition of approval of the project in order to reduce potential
21 significant adverse impacts due to incompatibility between
22 agricultural uses and proposed suburban development: Proposed
23 residences, school buildings, and commercial structures shall be
24 setback 300 feet from existing active agricultural uses of an
25 offensive nature which are defined as: corrals, chicken houses,
26 dairy waste ponds, manure stockpiles, or commercial livestock.
27 This setback shall not apply to areas of the project where Ramona
28

1 Expressway intervenes between active agriculture and proposed
2 development because the expressway will act as the buffer. The
3 300-foot buffer area may include public road rights-of-way,
4 parking lots, and service or maintenance areas. In addition to
5 project edge conditions, the 300-foot setback shall also apply to
6 interim conditions on-site between occupied project-related
7 buildings and existing on-site agricultural uses of an offensive
8 nature (e.g., chicken ranch) that are located in a later phase of
9 project development and may remain operational while earlier
10 phases of development are being built.

11 *Mitigation Measure Land Use 2* has been adopted and made a
12 condition of approval in order to reduce potential land use
13 density/intensity conflicts between existing rural residences on
14 Mike Lane and future residential homes within Planning Areas 55,
15 57, and 58: A sight line study or evidence showing avoidance of
16 views from proposed residences into existing homes on Mike Lane
17 shall be submitted at the time of Tract Map submittal, or as
18 otherwise approved by the Planning Director. Conflicts may be
19 avoided through use of various means including but not limited to:
20 location of windows and balconies, landscaping, walls, elevation
21 differences, or setbacks.

22 *Mitigation Measure Land Use 3* has been adopted and made a
23 condition of approval in order to eliminate inconsistencies with
24 policy LU 4.1 in the County's General Plan: To eliminate
25 inconsistencies with General Plan Policy LU.4.1, which
26 encourages public art, and to provide a mechanism for
27 interpretation of some of the historic land uses of the project site,
28

1 public art and/or historic interpretation art or exhibits, shall be
2 incorporated into the project in a minimum of three locations. At
3 least one exhibit will focus on the project site's prehistoric
4 archaeological resources and interpretation at a location(s) to be
5 determined at a later date depending on subject matter. Examples
6 of the other exhibits may include but are not limited to:
7 interpretative exhibits regarding the thoroughbred farm located
8 within the park to be built in PA 53, art as a part of community
9 entry monumentation, or art within fountains at a plaza within a
10 pedestrian-oriented commercial center.

11 I. Noise

12 1. Impacts:

13 The development of the project will create a substantial [5 dBA or
14 greater] temporary or periodic increase in ambient noise levels in
15 the project vicinity above levels existing without the project. This
16 potentially significant impact can be reduced to less than
17 significant with implementation of Mitigation Measures Noise 1
18 through 7a. In addition, the development of the project would
19 create an exposure of persons to or generation of noise levels that
20 exceed Riverside County General Plan standards. These impacts
21 will be reduced to below a level of significance with
22 implementation of Mitigation Measures Noise 8 through 11 set
23 forth below. Finally, the project may expose people to excess
24 ground-borne vibration or ground-borne noise levels; however this
25 impact can be reduced to less than significant through
26 implementation of Mitigation Measures Noise 1 through 7, set
27 forth below.
28

1 2. Mitigation:

2 *Mitigation Measures Noise 1 through 7a* have been adopted and
3 made conditions of approval of the project in order to minimize
4 impacts from temporary noise sources:

5 ***MM Noise 1:*** Whenever a construction site is within one-quarter
6 (1/4) of a mile of an occupied residence or residences, no
7 construction activities shall be undertaken between the hours of 6
8 p.m. and 6 a.m. during the months of June through September and
9 between 6 p.m. and 7 a.m. during the months of October through
10 May. Exceptions to these standards shall be allowed only with the
11 written consent of the building official.

12 ***MM Noise 2:*** Provide portable barriers for high-noise activities
13 (dumping of ballast materials for example) taking place adjacent to
14 existing sensitive receptors. The barrier is to be placed near the
15 mass-producing equipment, between the noise source and the
16 receptors. These barriers may be constructed on-site (for example)
17 from 4-foot by 8-foot sheets of marine plywood (minimum one-
18 inch thick) or one and one eighth inch (1 1/8") tongue-in-groove
19 sub-floor, backed with three and a half inch (3 1/2") thick R-11
20 fiberglass insulation for sound absorption. Several such panels
21 may be hinged together in order to be self-supporting and to
22 provide a continuous barrier.

23 ***MM Noise 3:*** All construction vehicles and equipment, fixed or
24 mobile, shall be equipped with properly operating and maintained
25 mufflers.

1 *MM Noise 4:* To the extent feasible, the noisiest operations shall
2 be scheduled to occur simultaneously in the construction program
3 to avoid prolonged periods of annoyance.

4 *MM Noise 5:* The construction contractor shall locate
5 equipment/vehicle staging and stockpiling as far as practicable
6 from existing residential dwellings and other noise-sensitive
7 receptors.

8 *MM Noise 6:* Have no music or electronically reinforced speech
9 from construction workers audible at noise-sensitive property.

10 *MM Noise 7:* All project workers exposed to noise levels above
11 80 dBA shall be provided with personal protective equipment for
12 hearing protection (i.e., earplugs and/or earmuffs); areas where
13 noise levels are routinely expected to exceed 80 dBA shall be
14 clearly posted with signs requiring hearing protection be worn.

15 *MM Noise 7a:* The developer shall notify neighboring residents
16 within ¼ mile of any areas that will require blasting, as to the
17 timing and duration of any potential blasting activities associated
18 with the proposed project. Notification shall take place a minimum
19 of five working days prior to anticipated blasting activities.

20 *Mitigation Measures Noise 8 through 11* have been adopted and
21 made conditions of approval of the project in order to minimize
22 impacts from permanent noise sources:

23 *MM Noise 8:* Prior to approval of each tentative tract and plot
24 plan, an acoustical impact analysis shall be submitted with the
25 required acoustical review application form and fees to Riverside
26 County Department of Environmental Health Office of Industrial
27 Hygiene for review and approval. The acoustical impact analysis
28

1 will address the noise that might be produced from traffic with
2 respect to residential structures and stationary noise sources and
3 will identify the sound barrier requirements for each tentative tract
4 or plot plan to ensure that the 65 dBA exterior standard for
5 sensitive receptors is met. Sound barrier heights will be based upon
6 specific lot configurations, landscaping, and other details provided
7 with the tentative tract maps and plot plans. Required sound
8 barriers shall be constructed prior to building permit issuance of
9 the last residential/commercial unit. To retain visibility and access,
10 a combination of setbacks, berms, and walls may be used to
11 achieve acceptable noise levels.

12 ***MM Noise 9:*** Prior to issuance of building permits within a tract, a
13 final noise study shall be submitted with the required acoustical
14 review application form and fees to the Riverside County
15 Department of Environmental Health Office of Industrial Hygiene
16 for review and approval. The final noise study will verify the
17 effectiveness of mitigation measures proposed in acoustical impact
18 analysis required in MM Noise 8 and will calculate necessary
19 Sound Transmission Class (STC) sound ratings for the windows of
20 homes subject to exterior noise impacts greater than 65 dBA and
21 provide the structural requirements necessary to meet an interior
22 level of 45 dBA. A unit-to-unit transmission analysis should be
23 performed for multi-family structures for structures containing
24 more than one use (e.g., residential and commercial live-at-work
25 buildings). This type of analysis attempts to ensure that noise does
26 not spill from one unit over into another.

1 *MM Noise 10:* Prior to approval of a site development permit for
2 commercial/office development, a noise study will be required for
3 the final version of the commercial portions of the project site to
4 ensure that noise from the commercial area will not impact
5 adjacent residential land uses by exceeding the County's noise
6 limits of 65 dBA during the day and 45 dBA at night in any ten
7 minute period. To retain visibility and access, setbacks, berms, and
8 walls may be used to achieve acceptable noise levels.

9 *MM Noise 11:* To inform future residents of The Village of
10 Lakeview that hunting is allowed in the San Jacinto Wildlife Area,
11 and their proximity to said hunting, which may cause loud
12 intermittent noises from gunshots, a disclosure statement shall be
13 provided to prospective buyers prior to the purchase of homes
14 within the proposed project. A copy of the Department of Real
15 Estate (DRE) White Report shall be given to the County Planning
16 Department that the sales staff/escrow officers, for each housing
17 area being sold have included such notification prior to Final
18 Inspection.

19 J. Public Services: Fire Protection

20 1. Impacts:

21 Development of the proposed project will increase the demand for
22 fire protection services. As its fair share contribution to the cost of
23 new facilities, development impact fees pursuant to Riverside
24 County Ordinance No. 659.6 shall be paid, a portion of which are
25 designated for fire protection services. In addition, design criteria
26 and other mitigation measures as listed below are required to
27
28

1 minimize impacts to fire protection services to below a level of
2 significance.

3 2. Mitigation:

4 ***Mitigation Measure Fire 1*** has been adopted and made a condition
5 of approval of the project in order to assure that the project
6 development does not proceed faster than adequate fire service
7 facilities are provided: The necessary fire station shall be
8 constructed and operational prior to issuance of building permit for
9 the 5,500th dwelling unit within the project, to accommodate the
10 equipment and staff necessary to serve all development within The
11 Villages of Lakeview Specific Plan in accordance with the terms of
12 The Villages of Lakeview Development Agreement or other
13 agreement with Riverside County.

14 ***Mitigation Measure Fire 2*** has been adopted and made a condition
15 of approval of the project in order to ensure that adequate fire
16 stations are provided to serve project development: The Master
17 Developer shall pay fire services development impact fees
18 pursuant to Ordinance 659.7 or, provide land and/or facilities to
19 satisfy Fire Department services standards and ensure the
20 construction and operations of adequate fire stations in accordance
21 with the terms of The Villages of Lakeview Development
22 Agreement or other agreement with the Riverside County Fire
23 Department.

24 ***Mitigation Measure Fire 3*** has been adopted and made a condition
25 of approval of the project in order to provide adequate facilities for
26 fire protection services: All water mains and fire hydrants
27 providing required fire flows shall be constructed in accordance
28

1 with the appropriate sections of Riverside County Ordinance No.
2 460 and/or No. 787, subject to review and approval by the
3 Riverside County Fire Department.

4 K. Transportation and Traffic

5 1. Impacts:

6 Upon completion, the project will exceed, either individually or
7 cumulatively, a level of service standard established by the county
8 congestion management agency for designated roads or highways
9 and/or cause an increase in traffic which is substantial in relation
10 to the existing traffic load and capacity of the street system. In
11 addition, the project will cause an effect upon circulation during
12 the project's construction, and substantially increase hazards to a
13 design feature (e.g., sharp curves or dangerous intersections) or
14 incompatible uses (e.g., farm equipment). Some of these impacts
15 will be reduced to a level of significance with the following
16 mitigation measures.

17 2. Mitigation:

18 *Mitigation Measures Trans 1 through 11*, exclusive of Mitigation
19 Measures Trans 6, 8 and 10, will reduce impacts to the local road
20 system to below a level of significance through the project's
21 participation in the County's Transportation Uniform Mitigation
22 Fee, Road and Bridge Benefit District, and Development Impact
23 Fee programs:

24 *MM Trans 1:* All roads shall be improved to the recommended
25 General Plan or Specific Plan designation, as approved by the
26 County Board of Supervisors, or as approved by the Transportation
27 Department. If there is a conflict between the General Plan and
28

1 Specific Plan, the General Plan designation would prevail unless
2 specific findings are made by the County that the Specific Plan
3 improvement is consistent with the General Plan.

4 **MM Trans 2:** The project proponent shall prepare a traffic impact
5 study for each "Village" of development within the SP. The
6 Village-level traffic analysis will be a refinement of the SP Traffic
7 Impact Analysis. Traffic studies for individual implementing
8 projects may be required for individual implementing projects
9 within the boundaries of Specific Plan No. 342, at the discretion of
10 the Transportation Department. Traffic studies for individual
11 implementing projects, if needed, shall identify the impacts of the
12 implementing project and needed roadway improvements to be
13 constructed prior to each implementing project. If development
14 within the Project occurs in a different order than the phasing
15 assumptions stated in County Condition of Approval 10. TRANS.1
16 , or if phases overlap substantially, a new traffic study may be
17 required to determine if any improvements from the prior un-built
18 phase need to be constructed to mitigate impacts by the phase
19 being developed.

20 **MM Trans 3:** Roadways internal to the project shall be constructed
21 as needed for development; as determined on the basis of Village-
22 level traffic studies.

23 **MM Trans 4:** Prior to the 1st occupancy, applicant shall widen
24 Ramona Expressway to four lanes from westerly of Lakeview
25 Avenue to easterly of Hansen Avenue, and signalize the
26 intersection at Lakeview Avenue and Ramona Expressway.

1 *MM Trans 5:* At such time as the project phasing requires the
2 construction of AA Street and its connection via Reservoir Avenue
3 to Ramona Expressway, applicant shall install a traffic signal at the
4 intersection of Reservoir Avenue and Ramona Expressway,
5 connect Reservoir Avenue to Lakeview Avenue via an alignment
6 approved by the Transportation Department, and close the
7 intersection at Lakeview Avenue and Ramona Expressway. The
8 new signal at Reservoir Avenue and Ramona Expressway is
9 eligible for traffic signal fee credit in accordance with the County's
10 DIF Program. As an alternative, the project proponent shall
11 provide a village-level traffic study to demonstrate that an
12 interim/temporary solution is possible to mitigate the traffic
13 impacts of the project and to provide accessibility until the grade
14 separated interchange at Reservoir Avenue and Ramona
15 Expressway is completed.

16 *MM Trans 7:* Prior to the issuance of occupancy permits for the
17 1,201st dwelling unit, or an equivalent amount of non-residential
18 building permits, applicant shall install a traffic signal at Bridge
19 Street/Ramona Expressway, and widen Ramona Expressway to 4
20 through lanes through the intersection, this improvement is eligible
21 for traffic signal fee credit, or

22 The County shall have awarded a construction contract, with full
23 funding in place, for this improvement.

24 *MM Trans 9:* Prior to the issuance of the 2,391st residential
25 occupancy permit, or building permit for an equivalent amount of
26 non-residential buildings, the applicant shall construct Reservoir
27
28

1 Avenue as a two-lane facility between Nuevo Road and 10th Street,
2 OR funding for this improvement shall be assured, otherwise.

3 *MM Trans 11:* Prior to the issuance of the 2,741st residential
4 occupancy permit, or building permit for an equivalent amount of
5 non-residential buildings, the applicant shall improve Nuevo Road
6 from two lanes to four lanes between Foothill Avenue and Meniffee
7 Road, OR funding for this improvement shall be assured,
8 otherwise.

9 *Mitigation Measures Trans 12 and 13* will reduce impacts to the
10 local road system. To the extent that others have not installed the
11 signals prior to the time they are needed for the Project, the
12 proponent of the Project and all subsequent implementing projects
13 within the Specific Plan shall be responsible for design,
14 construction, and installation of traffic signals at the following off-
15 site intersections or as approved by the Transportation Department.
16 The timing of the off-site signal needs in each phase will be
17 determined based on detailed Village-level traffic studies. The
18 need for signals at on-site intersections will be determined based
19 on detailed Village-level traffic studies.

20 *MM Trans 12:* The following signals shall be installed prior to the
21 issuance of the 1,601st residential occupancy permit, or the
22 issuance of an equivalent amount of non-residential building
23 permits, or earlier if determined to be necessary on the basis of
24 village-level traffic studies:

- 25 • Bridge Street (NS) at Ramona Expressway (EW)
- 26
27
28

- Lakeview Avenue (NS) at Ramona Expressway (EW) - temporary connection, disconnected when signal or grade separation is installed at Reservoir Avenue (realigned) (NS) at Ramona Expressway (NS).
- Hansen Avenue/Davis Road (NS) at Ramona Expressway (EW) (modification)
- On-site signals as needed to support development

MM Trans 13: The following signals shall be installed prior to the issuance of the 3,201st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

- Reservoir Avenue (NS) at 10th Street (EW)
- Menifee Road (NS) at Nuevo Road (EW)
- 5th Street/Town Center Boulevard (NS), or location in vicinity, at Ramona Expressway (EW) – temporary signal, disconnected when Town Center is connected to Ramona Expressway at its ultimate location.
- On-site signals as needed to support development

Mitigation Measures Trans 14 through 19, exclusive of Mitigation Measure Trans 17, will reduce impacts to the following intersection improvements to below a level of significance, which shall be provided prior to the issuance of the 1,601st residential occupancy permit, or the issuance of an equivalent amount of non-

1 residential building permits, or earlier if determined to be
2 necessary on the basis of village-level traffic studies:

3 **MM Trans 14:** The City of Perris and the County of Riverside are
4 coordinating with Caltrans on the improvements at the I-215
5 interchange ramps. The following geometrics are included in the
6 current Caltrans improvement plan for this intersection and are
7 expected to be completed by this phase. The intersection of I-215
8 Southbound Ramps at Ramona Expressway shall be improved to
9 provide the following geometrics:

10 Northbound: Not applicable.

11 Southbound: One left turn lane. One shared left turn and
12 through lane. One right turn lane

13 Eastbound: One through lane. One shared through and
14 right turn lane.

15 Westbound: One left turn lane. Two through lanes

16 **MM Trans 15:** Improve the intersection of Hansen Avenue/Davis
17 Road and Ramona Expressway to include the following
18 geometrics:

19 Northbound: One left turn lane. One shared through and
20 right turn lane.

21 Southbound: One left turn lane. One shared through and
22 right turn lane.

23 Eastbound: One left turn lane. One through lane. One
24 shared through and right turn lane.

25 Westbound: One left turn lane. One through lane. One
26 shared through and right turn lane.

1 **MM Trans 16:** Improve the intersection of Lakeview Avenue and
2 Ramona Expressway to provide signalization and include the
3 following geometrics:

4 Northbound: One left turn lane. One shared through and
5 right turn lane.

6 Southbound: One left turn lane. One shared through and
7 right turn lane.

8 Eastbound: One left turn lane. One through lane. One
9 right turn lane.

10 Westbound: One left turn lane. One through lane. One
11 right turn lane.

12 **MM Trans 18:** Improve the intersection of Reservoir Avenue and
13 10th Street to include the following geometrics:

14 Northbound: One shared left turn, through, and right turn
15 lane.

16 Southbound: One shared left turn, through, and right turn
17 lane.

18 Eastbound: One shared left turn, through, and right turn
19 lane.

20 Westbound: One shared left turn, through, and right turn
21 lane.

22 **MM Trans 19,** which may be waved at the direction of the County:
23 Improve the intersection of Bridge Street and Ramona Expressway
24 to include the following geometrics:

25 Northbound: Not applicable.

26 Southbound: One left turn lane. One right turn lane.

27 Eastbound: One left turn lane. Two through lanes.
28

1 Westbound: One left turn lane. Two through lanes. One
2 right turn lane.

3 Mitigation Measures Trans 20 through 22, will reduce impacts to
4 the following intersection improvements, which shall be provided
5 prior to the issuance of the 3,201st residential occupancy permit,
6 or the issuance of an equivalent amount of non-residential building
7 permits, or earlier if determined to be necessary on the basis of
8 village-level traffic studies:

9 ***MM Trans 20:*** Improve the intersection of Reservoir Avenue
10 and Ramona Expressway to include the following geometrics:

11 Northbound: One left turn lane. One through lane. One
12 right turn lane.

13 Southbound: One left turn lane. One shared through and
14 right turn lane.

15 Eastbound: One left turn lane. One through lane. One
16 right turn lane.

17 Westbound: One left turn lane. One shared through and
18 right turn lane.

19 OR

20 A village-level traffic study shall be provided to
21 demonstrate that an interim/temporary solution is possible
22 to mitigate the traffic impacts of the project and to provide
23 accessibility until the grade separated interchange at
24 Reservoir Avenue and Ramona Expressway is completed.

25 ***MM Trans 21:*** Improve the intersection of 5th Street and Ramona
26 Expressway to include the following geometrics:

27 Northbound: One left turn lane. One right turn lane.
28

1 Southbound: Not applicable.

2 Eastbound: Two through lanes. One right turn lane.

3 Westbound: One left turn lane. Two through lanes.

4 ***MM Trans 22:*** Improve the intersection of Reservoir Avenue and
5 10th Street to provide signalization and include the following
6 geometrics:

7 Northbound: One left turn lane. One shared through and
8 right turn lane.

9 Southbound: One left turn lane. One shared through and
10 right turn lane.

11 Eastbound: One left turn lane. One shared through and
12 right turn lane.

13 Westbound: One left turn lane. One shared through and
14 right turn lane.

15 ***Mitigation Measures Trans 24 through 34*** will reduce impacts to
16 the following roadways internal to the project, and shall be
17 constructed as needed for Phase I development per the following
18 geometrics and as determined on the basis of Village-level traffic
19 studies:

20 ***MM Trans 24:*** Construct the intersection of Reservoir Avenue and
21 AA Street to include the following geometrics:

22 Northbound: One shared through and right turn lane.

23 Southbound: One shared left turn and through lane.

24 Eastbound: Not applicable.

25 Westbound: One shared left turn and right turn lane. Stop
26 controlled.

1 **MM Trans 25:** Construct the intersection of AA Street and NN
2 Street to include the following geometrics:

3 Northbound: One shared left turn and right turn lane. Stop
4 controlled.

5 Southbound: Not applicable.

6 Eastbound: One shared through and right turn lane.

7 Westbound: One shared left turn and through lane.

8 **MM Trans 26:** Construct the intersection of CC Street and BB
9 Street to include the following geometrics:

10 Northbound: Not applicable.

11 Southbound: One shared left turn and right turn lane. Stop
12 controlled.

13 Eastbound: One shared left turn and through lane.

14 Westbound: One shared through and right turn lane.

15 **MM Trans 27:** Construct the intersection of School Access and PP
16 Street to include the following geometrics:

17 Northbound: Not applicable.

18 Southbound: One shared left turn and right turn lane. Stop
19 controlled.

20 Eastbound: One shared left turn and through lane.

21 Westbound: One shared through and right turn lane.

22 **MM Trans 28:** Construct the intersection of QQ Street and PP
23 Street to include the following geometrics:

24 Northbound: One shared left turn and right turn lane.

25 Southbound: Not applicable.

26 Eastbound: One shared through and right turn lane. Stop
27 controlled.

28

1 Westbound: One shared left turn and through lane. Stop
2 controlled.

3 **MM Trans 29:** Construct the intersection of Hansen Avenue and
4 Project Access to include the following geometrics:

5 Northbound: One shared through and right turn lane.

6 Southbound: One shared left turn and through lane.

7 Eastbound: Not applicable.

8 Westbound: One shared left turn and right turn lane. Stop
9 controlled.

10 **MM Trans 30:** Construct the intersection of SS Boulevard and
11 Project Access to include the following geometrics:

12 Northbound: One shared left turn, through, and right turn
13 lane. Stop controlled.

14 Southbound: One shared left turn, through, and right turn
15 lane. Stop controlled.

16 Eastbound: One shared left turn, through, and right turn
17 lane.

18 Westbound: One shared left turn, through, and right turn
19 lane.

20 **MM Trans 31:** Construct the intersection of SS Boulevard and MM
21 Street to include the following geometrics:

22 Northbound: One shared left turn, through, and right turn
23 lane.

24 Southbound: One shared left turn, through, and right turn
25 lane.

26 Eastbound: One shared left turn, through, and right turn
27 lane. Stop controlled.

1 Westbound: One shared left turn, through, and right turn
2 lane. Stop controlled.

3 **MM Trans 32:** Construct the intersection of SS Boulevard and
4 Lakeview Avenue to include the following geometrics:

5 Northbound: One shared left turn and through lane.

6 Southbound: One shared through and right turn lane.

7 Eastbound: One shared left turn and right turn lane. Stop
8 controlled.

9 Westbound: Not applicable.

10 **MM Trans 33:** Construct the intersection of Town Center
11 Boulevard and Retail Access to include the following geometrics:

12 Northbound: One shared through and right turn lane.

13 Southbound: One shared left turn and through lane.

14 Eastbound: Not applicable.

15 Westbound: One shared left turn and right turn lane. Stop
16 controlled.

17 **MM Trans 34:** Construct the intersection of SS Boulevard - RR
18 Street and Town Center Boulevard - Park Center Boulevard to
19 include the following geometrics:

20 Northbound: One shared left turn and through lane. Stop
21 controlled.

22 Southbound: One shared through and right turn lane. Stop
23 controlled.

24 Eastbound: One shared left turn and right turn lane.

25 Westbound: Not applicable.

26 Mitigation Measure Trans 40 will reduce impacts to the following
27 roadways internal to the project, and shall be constructed as needed
28

1 for development; as determined on the basis of the Village-level
2 traffic studies:

3 **MM Trans 40:** Prior to the issuance of the 4,331st residential
4 occupancy permit, or building permit for an equivalent amount of
5 non-residential buildings, the applicant shall improve 10th Street
6 from two to four lanes between Reservoir Avenue and Hanson
7 Avenue, OR funding for this improvement shall be assured,
8 otherwise.

9 Mitigation Measure Trans 41 will reduce significant impacts to
10 traffic signals on off-site intersections. To the extent that others
11 have not installed the signals prior to the time they are needed for
12 the Project, the proponent of the Project and all subsequent
13 implementing projects within the Specific Plan shall be responsible
14 for design, construction, and installation of traffic signals at the
15 following off-site intersections or as approved by the
16 Transportation Department.

17 The timing of the off-site signal needs in each phase will be
18 determined based on detailed village-level traffic studies. The
19 need for signals at on-site intersections will be determined based
20 on detailed village-level traffic studies.

21
22 **MM Trans 41:** The following signals shall be installed prior to the
23 issuance of the 5,101st residential occupancy permit, or the
24 issuance of an equivalent amount of non-residential building
25 permits, or earlier if determined to be necessary on the basis of
26 village-level traffic studies:

- 27 • Bridge Street (NS) at Gilman Springs Road (EW)
- 28

- Yucca Avenue (NS) at 10th Street (EW)
- On-site signals as needed to support development.

Mitigation Measures Trans 42 through 54 will reduce impacts to the following intersection improvements, which shall be provided prior to the issuance of the 5,101st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

MM Trans 42, which may be waived at the discretion of the County: Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:

Northbound: One shared left turn and right turn lane.

Southbound: Not applicable.

Eastbound: One through lane. One shared through and right turn lane.

Westbound: One left turn lane. Two through lanes.

MM Trans 43, which may be waived at the discretion of the County: Improve the intersection of Bernasconi Road and Ramona Expressway to include the following geometrics:

Northbound: One left turn lane. One shared through and right turn lane.

Southbound: One left turn lane. One shared through and right turn lane.

Eastbound: One left turn lane. One through lane. One shared through and right turn lane.

Westbound: One left turn lane. One through lane. One shared through and right turn lane.

1 *MM Trans 44*, which may be waived at the discretion of the
2 County: Improve the intersection of Hansen Avenue/Davis Road
3 and Ramona Expressway to include the following geometrics:

4 Northbound: One left turn lane. One shared through and
5 right turn lane.

6 Southbound: One left turn lane. One shared through and
7 right turn lane.

8 Eastbound: One left turn lane. Two through lanes. One
9 right turn lane.

10 Westbound: One left turn lane. Two through lanes. One
11 right turn lane.

12 *MM Trans 45*, which may be waived at the discretion of the
13 County: Improve the intersection of Town Center Boulevard and
14 Ramona Expressway to include the following geometrics:

15 Northbound: One left turn lane. One shared through and
16 right turn lane.

17 Southbound: One left turn lane. One shared through and
18 right turn lane.

19 Eastbound: One left turn lane. Two through lanes. One
20 right turn lane.

21 Westbound: One left turn lane. One through lane. One
22 shared through and right turn lane.

23 *MM Trans 46*, which may be waived at the discretion of the
24 County: Improve the intersection of Park Center Boulevard and
25 Ramona Expressway to include the following geometrics:

26 Northbound: One left turn lane. One right turn lane.

27 Southbound: Not applicable.
28

1 Eastbound: Two through lanes. One right turn lane.

2 Westbound: One left turn lane. Two through lanes.

3 **MM Trans 47:** Improve the intersection of Hansen Avenue and
4 10th Street - Wolfskill Avenue to provide signalization and include
5 the following geometrics:

6 Northbound: One left turn lane. One shared through and
7 right turn lane.

8 Southbound: One left turn lane. One shared through and
9 right turn lane.

10 Eastbound: One left turn lane. One through lane. One
11 shared through and right turn lane.

12 Westbound: One left turn lane. One through lane. One
13 shared through and right turn lane.

14 **MM Trans 48:** Improve the intersection of Bridge Street and
15 Gilman Springs Road to include the following geometrics:

16 Northbound: One left turn lane. One right turn lane.

17 Southbound: Not applicable.

18 Eastbound: One shared through and right turn lane.

19 Westbound: One left turn lane. One through lane.

20 **MM Trans 49:** Improve the intersection of Reservoir Avenue and
21 10th Street to include the following geometrics:

22 Northbound: One left turn lane. Two through lanes. One
23 free-flow right turn lane.

24 Southbound: One left turn lane. One through lane. One
25 shared through and right turn lane.

26 Eastbound: One left turn lane. One through lane. One
27 shared through and right turn lane.

1 Westbound: Two left turn lanes. Two through lanes. One
2 right turn lane.

3 **MM Trans 50:** Improve the intersection of Reservoir
4 Road/Meniffee Road and Nuevo Road to include the following
5 geometrics:

6 Northbound: One left turn lane. One through lane. One
7 right turn lane.

8 Southbound: One left turn lane. One through lane. One
9 right turn lane.

10 Eastbound: One left turn lane. One shared through and
11 right turn lane.

12 Westbound: One left turn lane. One shared through and
13 right turn lane.

14 **MM Trans 51:** Improve the intersection of Yucca Avenue and 10th
15 Street to include the following geometrics:

16 Northbound: One left turn lane. One shared through and
17 right turn lane.

18 Southbound: One left turn lane. One shared through and
19 right turn lane.

20 Eastbound: One left turn lane. One through lane. One
21 shared through and right turn lane.

22 Westbound: One left turn lane. One through lane. One
23 shared through and right turn lane.

24 **MM Trans 52:** Improve the intersection of Antelope Road and
25 Nuevo Road to include the following geometrics:

26 Northbound: Not applicable.

27 Southbound: One shared left turn and right turn lane.
28

1 Eastbound: One left turn. Two through lanes.

2 Westbound: One through lane. One shared through and
3 right turn lane.

4 *MM Trans 53:* Improve the intersection of Lakeview Avenue and
5 10th Street to provide signalization and include the following
6 geometrics:

7 Northbound: One left turn lane. One shared through and
8 right turn lane.

9 Southbound: One left turn lane. One shared through and
10 right turn lane.

11 Eastbound: One left turn. One through lane. One shared
12 through and right turn lane.

13 Westbound: One left turn. One through lane. One shared
14 through and right turn lane.

15 *MM Trans 54:* The intersection of Hansen Avenue (NS) at 10th
16 Street (EW) shall be signalized and improved to provide the
17 following geometrics:

18 Northbound: one left-turn lane, one shared through/right-
19 turn lane.

20 Southbound: one left-turn lane, one shared through/right-
21 turn lane.

22 Eastbound: one left-turn lane, one through lane, one shared
23 through/right-turn lane.

24 Westbound: one left-turn lane, one through lane, one
25 shared through/right-turn lane.

26 Mitigation Measures Trans 55 through 77, exclusive of Trans 73,
27 will reduce impacts to the following roadways internal to phase
28

1 two of the project, and shall be constructed as needed for
2 development; as determined on the basis of the Village-level traffic
3 studies:

4 ***MM Trans 55:*** Construct the signalized intersection of QQ Street
5 and PP Street to include the following geometrics:

6 Northbound: One shared left turn and right turn lane.

7 Southbound: Not applicable.

8 Eastbound: One shared through and right turn lane.

9 Westbound: One left turn lane. One through lane.

10 ***MM Trans 56:*** Construct the signalized intersection of SS
11 Boulevard and Project Access to include the following geometrics:

12 Northbound: One left turn lane. One shared through and
13 right turn lane.

14 Southbound: One left turn lane. One shared through and
15 right turn lane.

16 Eastbound: One left turn lane. One shared through and
17 right turn lane.

18 Westbound: One left turn lane. One shared through and
19 right turn lane.

20 ***MM Trans 57:*** Construct the signalized intersection of SS
21 Boulevard and MM Street to include the following geometrics:

22 Northbound: One left turn lane. One through lane. One
23 right turn lane.

24 Southbound: One left turn lane. One shared through and
25 right turn lane.

26 Eastbound: One left turn lane. One shared through and
27 right turn lane.

1 Westbound: One left turn lane. One shared through and
2 right turn lane.

3 **MM Trans 58:** Construct the signalized intersection of SS
4 Boulevard - RR Street and Town Center Boulevard - Park Center
5 Boulevard to include the following geometrics:

6 Northbound: One left turn lane. One through lane. One
7 right turn lane.

8 Southbound: One left turn lane. One shared through and
9 right turn lane.

10 Eastbound: One left turn lane. One through lane. One
11 right turn lane.

12 Westbound: One left turn lane. One shared through and
13 right turn lane.

14 **MM Trans 59:** Construct the signalized intersection of EE Street
15 and Park Center Boulevard to include the following geometrics:

16 Northbound: One left turn lane. One shared through and
17 right turn lane.

18 Southbound: One left turn lane. One shared through and
19 right turn lane.

20 Eastbound: One left turn lane. One shared through and
21 right turn lane.

22 Westbound: One left turn lane. One shared through and
23 right turn lane.

24 **MM Trans 60:** Construct the signalized intersection of MM Street
25 and Park Center Boulevard to include the following geometrics:

26 Northbound: One left turn lane. One right turn lane.

27 Southbound: Not applicable.
28

1 Eastbound: One shared through and right turn lane.

2 Westbound: One left turn lane. One through lane.

3 **MM Trans 61:** Construct the signalized intersection of Park Center
4 Boulevard and FF Street to include the following geometrics:

5 Northbound: One left turn lane. One shared through and
6 right turn lane.

7 Southbound: One left turn lane. One shared through and
8 right turn lane.

9 Eastbound: One left turn lane. One shared through and
10 right turn lane.

11 Westbound: One left turn lane. One shared through and
12 right turn lane.

13 **MM Trans 62:** Construct the intersection of Park Center
14 Boulevard and VV Street to include the following geometrics:

15 Northbound: One through lane.

16 Southbound: One shared through and right turn lane.

17 Eastbound: One right turn lane. Stop controlled.

18 Westbound: Not applicable.

19 **MM Trans 63:** Construct the intersection of RR Street and DD
20 Street to include the following geometrics:

21 Northbound: One shared left turn and right turn lane.

22 Southbound: Not applicable.

23 Eastbound: One shared through and right turn lane. Stop
24 controlled.

25 Westbound: One shared left turn and through lane. Stop
26 controlled.

1 **MM Trans 64:** Construct the intersection of EE Street and DD
2 Street to include the following geometrics:

3 Northbound: One left turn lane.

4 Southbound: Not applicable.

5 Eastbound: One right turn lane. Stop controlled.

6 Westbound: Not applicable.

7 **MM Trans 65:** Construct the intersection of EE Street and FF
8 Street to include the following geometrics:

9 Northbound: One shared left turn, through, and right turn
10 lane.

11 Southbound: One shared left turn, through, and right turn
12 lane.

13 Eastbound: One shared left turn, through, and right turn
14 lane. Stop controlled.

15 Westbound: One shared left turn, through, and right turn
16 lane. Stop controlled.

17 **MM Trans 66:** Construct the intersection of OO Street and MM
18 Street to include the following geometrics:

19 Northbound: One shared left turn, through, and right turn
20 lane. Stop controlled.

21 Southbound: One shared left turn, through, and right turn
22 lane. Stop controlled.

23 Eastbound: One shared left turn, through, and right turn
24 lane.

25 Westbound: One shared left turn, through, and right turn
26 lane.

1 **MM Trans 67:** Construct the intersection of KK Street and MM
2 Street to include the following geometrics:

3 Northbound: One shared left turn, through, and right turn
4 lane. Stop controlled.

5 Southbound: One shared left turn, through, and right turn
6 lane. Stop controlled.

7 Eastbound: One shared left turn, through, and right turn
8 lane.

9 Westbound: One shared left turn, through, and right turn
10 lane.

11 **MM Trans 68:** Construct the intersection of LL Street and MM
12 Street to include the following geometrics:

13 Northbound: Not applicable.

14 Southbound: One shared left turn and right turn lane. Stop
15 controlled.

16 Eastbound: One shared left turn and through lane.

17 Westbound: One shared through and right turn lane.

18 **MM Trans 69:** Construct the intersection of FF Street and GG
19 Street to include the following geometrics:

20 Northbound: Not applicable.

21 Southbound: One left turn lane. Stop controlled.

22 Eastbound: Not applicable.

23 Westbound: One right turn lane.

24 **MM Trans 70:** Construct the intersection of II Street and HH
25 Street to include the following geometrics:

26 Northbound: Not applicable.

1 Southbound: One shared left turn and right turn lane. Stop
2 controlled.

3 Eastbound: One shared left turn and through lane.

4 Westbound: One shared through and right turn lane.

5 **MM Trans 71:** Construct the intersection of HH Street and JJ
6 Street to include the following geometrics:

7 Northbound: One shared left turn and right turn lane. Stop
8 controlled.

9 Southbound: Not applicable.

10 Eastbound: One shared through and right turn lane.

11 Westbound: One shared left turn and through lane.

12 **MM Trans 72:** Construct the intersection of II Street and JJ Street
13 to include the following geometrics:

14 Northbound: One right turn lane. Stop controlled.

15 Southbound: Not applicable.

16 Eastbound: Not applicable.

17 Westbound: One left turn lane.

18 **MM Trans 74:** Prior to the issuance of occupancy permits for the
19 8,681st dwelling unit, or an equivalent amount of non-residential
20 building permits, applicant shall widen Ramona Expressway from
21 Reservoir Avenue to Hansen Avenue from 4 lanes to 6 lanes or
22 provide equivalent capacity through 4 lanes with grade separations
23 at intersections, or the County shall have awarded a construction
24 contract, with full funding in place, for this improvement.

- 25 • In the event that the cost of these improvements
26 exceeds the project's TUMF and RBBB contributions
27 for this phase, County shall make its best efforts to
28

1 secure additional funds from the TUMF Program or
2 other Regional funding programs administered by
3 WRCOG or RCTC to contribute the additional funding,
4 and/or identify funds collected from other development
5 in the proposed Lakeview/Nuevo RBBB area to fully
6 fund these improvements.

- 7 • In addition to the County's efforts to secure funding for
8 the road widening improvements from WRCOG and
9 RCTC, applicant will establish a Community Facilities
10 District (CFD) for its then current phase of
11 development. The funds generated by the CFD shall be
12 used to fund the improvements and applicant shall
13 receive corresponding credits against RBBB and
14 TUMF fees that the current phase of development
15 would generate.

16 *MM Trans 75:* Prior to the issuance of occupancy permits for the
17 9,141st dwelling unit, or an equivalent amount of non-residential
18 building permits, applicant shall widen Ramona Expressway from
19 Hansen Avenue to Park Center Boulevard from 4 lanes to 6 lanes
20 or provide equivalent capacity through 4 lanes with grade
21 separations at intersections, OR

- 22 • The County shall have awarded a construction contract,
23 with full funding in place, for this improvement.
- 24 • In the event that the cost of these improvements
25 exceeds the project's TUMF and RBBB contributions
26 for this phase, County shall make its best efforts to
27

1 secure additional funds from the TUMF Program or
2 other Regional funding programs administered by
3 WRCOG or RCTC to contribute the additional funding,
4 and/or identify funds collected from other development
5 in the proposed Lakeview/Nuevo RBBB area to fully
6 fund these improvements.

- 7 • In addition to the County's efforts to secure funding for
8 the road widening improvements from WRCOG and
9 RCTC, applicant will establish a Community Facilities
10 District (CFD) for its then current phase of
11 development. The funds generated by the CFD shall be
12 used to fund the improvements and applicant shall
13 receive corresponding credits against RBBB and
14 TUMF fees that the current phase of development
15 would generate.

16 ***MM Trans 76:*** Prior to the issuance of occupancy permits for the
17 9,551st dwelling unit, or an equivalent amount of non-residential
18 building permits, applicant shall widen Ramona Expressway from
19 Reservoir Avenue westerly to the Perris City limits from 4 lanes to
20 6 lanes or provide equivalent capacity through 4 lanes with grade
21 separations at intersections, OR

- 22 • The County shall have awarded a construction contract,
23 with full funding in place, for this improvement.
- 24 • In the event that the cost of these improvements
25 exceeds the project's TUMF and RBBB contributions
26 for this phase, County shall make its best efforts to
27

1 secure additional funds from the TUMF Program or
2 other Regional funding programs administered by
3 WRCOG or RCTC to contribute the additional funding,
4 and/or identify funds collected from other development
5 in the proposed Lakeview/Nuevo RBBB area to fully
6 fund these improvements.

7 In addition to the County's efforts to secure funding for the road
8 widening and bridge improvements from WRCOG and RCTC,
9 applicant will establish a Community Facilities District (CFD) for
10 its then current phase of development. The funds generated by the
11 CFD shall be used to fund the improvements and applicant shall
12 receive corresponding credits against RBBB and TUMF fees that
13 the current phase of development would generate.

14 ***MM Trans 77:*** Prior to the issuance of occupancy permits for the
15 9,811th dwelling unit, or an equivalent amount of non-residential
16 building permits, applicant shall widen Ramona Expressway from
17 Park Center Boulevard to Bridge Street from 4 lanes to 6 lanes or
18 provide equivalent capacity through 4 lanes with grade separations
19 at intersections, OR

- 20 • The County shall have awarded a construction contract,
21 with full funding in place, for this improvement.
- 22 • In the event that the cost of these improvements
23 exceeds the project's TUMF and RBBB contributions
24 for this phase, County shall make its best efforts to
25 secure additional funds from the TUMF Program or
26 other Regional funding programs administered by
27

1 WRCOG or RCTC to contribute the additional funding,
2 and/or identify funds collected from other development
3 in the proposed Lakeview/Nuevo RBBB area to fully
4 fund these improvements.

- 5 • In addition to the County's efforts to secure funding for
6 the road widening improvements from WRCOG and
7 RCTC, applicant will establish a Community Facilities
8 District (CFD) for its then current phase of
9 development. The funds generated by the CFD shall be
10 used to fund the improvements and applicant shall
11 receive corresponding credits against RBBB and
12 TUMF fees that the current phase of development
13 would generate.

14 Mitigation Measures Trans 78 and 79 address the installation of
15 signals. To the extent that these signals have not been installed by
16 other prior to the time they are needed for the traffic generated by
17 the Specific Plan, these two measures require the installation of the
18 identified signals. The timing of installing on-site and off-site
19 signals will be determined based on village-level traffic studies.

20 ***MM Trans 78:*** The following signals shall be installed prior to the
21 issuance of the 6,801st residential occupancy permit, or the
22 issuance of an equivalent amount of non-residential building
23 permits, or earlier if determined to be necessary on the basis of
24 village-level traffic studies:

- 25 • Menifee Road (NS) at San Jacinto Road (EW)
- 26 • Menifee Road (NS) at Mapes Road (EW)
- 27 • Menifee Road (NS) at Nuevo Road (EW) (relocated)

- Reservoir Avenue (NS) at 10th Street (EW)
(Modification to add lanes)
- Park Center Boulevard (NS), or location in vicinity, at
Ramona Expressway (EW) – temporary signal to be
removed when Park Center is connected to Ramona
Parkway at its ultimate location.
- Yucca Avenue (NS) at 10th Street (EW) (Modification
to add lanes)
- On-site signals as needed to support development

MM Trans 79: The following signals shall be installed prior to the issuance of the 9,081st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

- Foothill Avenue (NS) at Nuevo Road (EW)
- Antelope Road (NS) at Nuevo Road (EW)

On-site signals as needed to support developmentMitigation

Measures Trans 81 through 92, exclusive of Trans 86, will reduce impacts to the following intersection improvements, which shall be provided prior to the issuance of the 6,801st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

MM Trans 81: Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:

Northbound: One shared left turn and through lane. One right turn lane.

1 Southbound: Not applicable.

2 Eastbound: Two through lanes. One right turn lane.

3 Westbound: One left turn lane. Two through lanes.

4 *MM Trans 82*, which may be waived at the discretion of the
5 County: Improve the intersection of Reservoir Avenue and
6 Ramona Expressway to include the following geometrics:

7 Northbound: One left turn lane. One through lane. One free flow
8 right turn lane.

9 Southbound: One left turn lane. One through lane. One
10 right turn lane.

11 Eastbound: One left turn lane. Two through lanes. One
12 right turn lane.

13 Westbound: Two left turn lanes. Two through lanes. One
14 right turn lane.

15 *MM Trans 83*, which may be waived at the discretion of the
16 County: Improve the intersection of QQ Street/Town Center
17 Boulevard and Ramona Expressway to include the following
18 geometrics:

19 Northbound: Two left turn lanes. One through lane. One
20 right turn lane.

21 Southbound: One left turn lane. One through lane. One
22 right turn lane.

23 Eastbound: One left turn lane. Two through lanes. One
24 free flow right turn lane.

25 Westbound: One left turn lanes. Two through lanes. One
26 right turn lane.

1 *MM Trans 84*, which may be waived at the discretion of the
2 County: Improve the intersection of Park Center Boulevard and
3 Ramona Expressway to include the following geometrics:

4 Northbound: One left turn lane. One free flow right turn
5 lane.

6 Southbound: Not applicable.

7 Eastbound: Two through lanes. One right turn lane.

8 Westbound: Two left turn lanes. Two through lanes.

9 *MM Trans 85*, which may be waived at the discretion of the
10 County: Improve the intersection of Bridge Street and Ramona
11 Expressway to include the following geometrics:

12 Northbound: Not applicable.

13 Southbound: One left turn lane. One right turn lane.

14 Eastbound: One left turn lane. Two through lanes.

15 Westbound: Two through lanes. One right turn lane.

16 *MM Trans 87*: Improve the intersection of Reservoir Avenue and
17 9th Street to include the following geometrics:

18 Northbound: One through lane. One shared through and
19 right turn lane.

20 Southbound: One left turn lane. Two through lanes.

21 Eastbound: Not applicable.

22 Westbound: One shared left turn and right turn lane.

23 *MM Trans 88*: Improve the intersection of Reservoir Avenue and
24 10th Street to include the following geometrics:

25 Northbound: One through lane. Two through lanes. One
26 free flow right turn lane.

1 Southbound: Two left turn lanes. One through lane. One
2 shared through and right turn lane.

3 Eastbound: One left turn lane. One through lane. One
4 shared through and right turn lane.

5 Westbound: Two left turn lanes. Two through lanes. One
6 right turn lane.

7 ***MM Trans 89:*** Improve the intersection of Lakeview Avenue and
8 10th Street to include the following geometrics:

9 Northbound: One left turn lane. One shared through and
10 right turn lane.

11 Southbound: One left turn lane. One shared through and
12 right turn lane.

13 Eastbound: One left turn lane. One through lane. One
14 shared through and right turn lane.

15 Westbound: One left turn lane. One through lane. One
16 shared through and right turn lane.

17 ***MM Trans 90:*** Improve the intersection of Antelope Road and
18 Nuevo Road to include the following geometrics:

19 Northbound: Not applicable.

20 Southbound: One shared left turn and right turn lane.

21 Eastbound: One left turn lane. Two through lanes.

22 Westbound: One through lane. One shared through and
23 right turn lane.

24 ***MM Trans 91:*** Improve the intersection of Reservoir
25 Road/Menifee Road and Nuevo Road to include the following
26 geometrics:

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Northbound: One left turn lane. Two through lanes. One right turn lane.

Southbound: One left turn lane. Two through lanes. One free flow right turn lane.

Eastbound: Two left turn lanes. One shared through and right turn lane.

Westbound: One left turn lane. One shared through and right turn lane.

MM Trans 92: Improve the intersection of Menifee Road and San Jacinto Road to include the following geometrics:

Northbound: One left turn lane. One shared through and right turn lane.

Southbound: One left turn lane. One through lane. One right turn lane.

Eastbound: One left turn lane. One shared through and right turn lane.

Westbound: One left turn lane. One shared through and right turn lane.

Mitigation Measures Trans 93 through 100, will reduce impacts to the following intersection improvements, which shall be provided prior to the issuance of the 9,081st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

MM Trans 93, which may be waived at the discretion of the County: Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:

1 Northbound: One left turn lane. One right turn lane.

2 Southbound: Not applicable.

3 Eastbound: Two through lanes. One shared through and
4 right turn lane.

5 Westbound: One left turn lane. Three through lanes.

6 *MM Trans 94*, which may be waived at the discretion of the
7 County: Improve the intersection of Reservoir Avenue and
8 Ramona Expressway to include the following geometrics:

9 Northbound: One left turn lane. One through lane. One
10 free flow right turn lane.

11 Southbound: One left turn lane. One through lane. One
12 right turn lane.

13 Eastbound: Two left turn lanes. Three through lanes.
14 One right turn lane.

15 Westbound: Two left turn lanes. Three through lanes.
16 One right turn lane.

17 *MM Trans 95*, which may be waived at the discretion of the
18 County: Improve the intersection of QQ Street/Town Center
19 Boulevard and Ramona Expressway to include the following
20 geometrics:

21 Northbound: Two left turn lanes. One through lane. One
22 right turn lane.

23 Southbound: One left turn lane. One through lane. One
24 right turn lane.

25 Eastbound: Two left turn lanes. Three through lanes.
26 One free flow right turn lane.

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Westbound: Two left turn lanes. Three through lanes.
One right turn lane.

MM Trans 96, which may be waived at the discretion of the County: Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics:

Northbound: One left turn lane. One free flow right turn lane.

Southbound: Not applicable.

Eastbound: Three through lanes. One right turn lane.

Westbound: Two left turn lanes. Three through lanes.

MM Trans 97, which may be waived at the discretion of the County: Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics:

Northbound: Not applicable.

Southbound: One left turn lane. One right turn lane.

Eastbound: One left turn lane. Three through lanes.

Westbound: Three through lanes. One right turn lane.

MM Trans 98, which may be waived at the discretion of the County: Improve the intersection of Bernasconi Road and Ramona Expressway to include the following geometrics:

Northbound: One left turn lane. One shared through and right turn lane.

Southbound: One left turn lane. One shared through and right turn lane.

Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane.

1 Westbound: One left turn lane. Two through lanes. One
2 shared through and right turn lane.

3 **MM Trans 99:** Improve the intersection of Hansen Avenue and
4 10th Street/SS Boulevard to include the following geometrics:

5 Northbound: One left turn lane. One through lane. One
6 right turn lane.

7 Southbound: One left turn lane. One shared through and
8 right turn lane.

9 Eastbound: One left turn lane. Two through lanes. One
10 right turn lane.

11 Westbound: One left turn lane. One through lane. One
12 shared through and right turn lane.

13 **MM Trans 100:** Improve the intersection of Reservoir Avenue and
14 10th Street to include the following geometrics:

15 Northbound: Two left turn lanes. Two through lanes. One
16 free flow right turn lane.

17 Southbound: Two left turn lanes. Two through lanes. One
18 right turn lane.

19 Eastbound: Two left turn lanes. One through lane. One
20 right turn lane.

21 Westbound: Two left turn lanes. Two through lanes. One
22 right turn lane.

23 Mitigation Measures Trans 101 through 117 will reduce impacts to
24 the following roadways internal to project as determined on the
25 basis of the Village-level traffic studies:

26 **MM Trans 101:** Construct the signalized intersection of SS
27 Boulevard and MM Street to include the following geometrics:
28

1 Northbound: One left turn lane. One through lane. One
2 right turn lane.

3 Southbound: One left turn lane. One shared through and
4 right turn lane.

5 Eastbound: One left turn lane. One shared through and
6 right turn lane.

7 Westbound: One left turn lane. One through lane. One
8 right turn lane.

9 **MM Trans 102:** Construct the signalized intersection of Town
10 Center Boulevard and Retail Access to include the following
11 geometrics:

12 Northbound: One shared through and right turn lane.

13 Southbound: One left turn lane. One through lane.

14 Eastbound: Not applicable.

15 Westbound: One left turn lane. One right turn lane.

16 **MM Trans 103:** Construct the signalized intersection of SS
17 Boulevard - RR Street and Town Center Boulevard - Park Center
18 Boulevard to include the following geometrics:

19 Northbound: One left turn lane. One through lane. One
20 right turn lane.

21 Southbound: One left turn lane. One through lane. One
22 right turn lane.

23 Eastbound: One left turn lane. Two through lanes. One
24 right turn lane.

25 Westbound: One left turn lane. One through lane. One
26 shared through and right turn lane.

1 *MM Trans 104:* Construct the signalized intersection of Park
2 Center Boulevard and FF Street to include the following
3 geometrics:

4 Northbound: One left turn lane. Two through lanes. One
5 right turn lane.

6 Southbound: One left turn lane. Two through lanes. One
7 right turn lane.

8 Eastbound: One left turn lane. One shared through and
9 right turn lane.

10 Westbound: One left turn lane. One through lane. One
11 right turn lane.

12 *MM Trans 105:* Construct the intersection of Park Center
13 Boulevard and VV Street to include the following geometrics:

14 Northbound: One through lane. One shared through and
15 right turn lane.

16 Southbound: One through lane. One shared through and
17 right turn lane.

18 Eastbound: One right turn lane. Stop controlled.

19 Westbound: One right turn lane. Stop controlled.

20 *MM Trans 106:* Construct the intersection of RR Street and DD
21 Street to include the following geometrics:

22 Northbound: One shared left turn, through, and right turn
23 lane.

24 Southbound: One shared left turn, through, and right turn
25 lane.

26 Eastbound: One shared left turn, through, and right turn
27 lane. Stop controlled.
28

1 Westbound: One shared left turn, through, and right turn
2 lane. Stop controlled.

3 **MM Trans 107:** Construct the intersection of EE Street and DD
4 Street to include the following geometrics:

5 Northbound: One shared left turn and through lane.

6 Southbound: One shared through and right turn lane.

7 Eastbound: One shared left turn and right turn lane. Stop
8 controlled.

9 Westbound: Not applicable.

10 **MM Trans 108:** Construct the intersection of EE Street and FF
11 Street to include the following geometrics:

12 Northbound: One shared left turn, through, and right turn
13 lane. Stop controlled.

14 Southbound: One shared left turn, through, and right turn
15 lane. Stop controlled.

16 Eastbound: One shared left turn, through, and right turn
17 lane. Stop controlled.

18 Westbound: One shared left turn, through, and right turn
19 lane. Stop controlled.

20 **MM Trans 109:** Construct the intersection of OO Street and MM
21 Street to include the following geometrics:

22 Northbound: One shared left turn, through, and right turn
23 lane. Stop controlled.

24 Southbound: One shared left turn, through, and right turn
25 lane. Stop controlled.

26 Eastbound: One left turn lane. One through lane. One
27 shared through and right turn lane.
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1 Westbound: One left turn lane. One through lane. One
2 shared through and right turn lane.

3 **MM Trans 110:** Construct the intersection of KK Street and MM
4 Street to include the following geometrics:

5 Northbound: One shared left turn, through, and right turn
6 lane. Stop controlled.

7 Southbound: One shared left turn, through, and right turn
8 lane. Stop controlled.

9 Eastbound: One left turn lane. One through lane. One
10 shared through and right turn lane.

11 Westbound: One left turn lane. One through lane. One
12 shared through and right turn lane.

13 **MM Trans 111:** Construct the signalized intersection of LL Street
14 and MM Street to include the following geometrics:

15 Northbound: One left turn lane. One shared through and
16 right turn lane.

17 Southbound: One left turn lane. One shared through and
18 right turn lane.

19 Eastbound: One left turn lane. One shared through and
20 right turn lane.

21 Westbound: One left turn lane. One shared through and
22 right turn lane.

23 **MM Trans 112:** Construct the intersection of FF Street and GG
24 Street to include the following geometrics:

25 Northbound: Not applicable.

26 Southbound: One left turn lane. One right turn lane. Stop
27 controlled.

1 Eastbound: One left turn lane. One through lane.

2 Westbound: One shared through and right turn lane.

3 **MM Trans 113:** Construct the intersection of TT Street and GG
4 Street to include the following geometrics:

5 Northbound: Not applicable.

6 Southbound: One shared left turn and right turn lane. Stop
7 controlled.

8 Eastbound: One shared left turn and through lane.

9 Westbound: One shared through and right turn lane.

10 **MM Trans 114:** Construct the intersection of II Street and JJ Street
11 to include the following geometrics:

12 Northbound: One shared left turn and right turn lane. Stop
13 controlled.

14 Southbound: Not applicable.

15 Eastbound: One shared through and right turn lane.

16 Westbound: One shared left turn and through lane.

17 **MM Trans 115:** Construct the intersection of TT Street and JJ
18 Street to include the following geometrics:

19 Northbound: One shared left turn and right turn lane. Stop
20 controlled.

21 Southbound: Not applicable.

22 Eastbound: One shared through and right turn lane.

23 Westbound: One shared left turn and through lane.

24 **MM Trans 116:** Construct the intersection of TT Street and UU
25 Street to include the following geometrics:

26 Northbound: One shared left turn and through lane.

27 Southbound: One shared through and right turn lane.

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1 Eastbound: One shared left turn and right turn lane. Stop
2 controlled.

3 Westbound: Not applicable.

4 **MM Trans 117:** All improvements listed for Phases 1A, 1B, 2, 3A,
5 and 3B are requirements for interim conditions only. Full right-of-
6 way and roadway half sections adjacent to the property for the
7 ultimate roadway cross-section per the County's Road
8 Improvement Standards and Specifications must be provided.

9 Mitigation Measures Trans 118 through 121 will reduce impacts to
10 the impacts upon circulation on local roads during the project's
11 construction:

12 **MM Trans 118:** If Option A is implemented to move fill dirt from
13 south of Ramona Expressway to north and to mitigate for the
14 potential significant effect on the circulation system that would
15 result if access to Ramona Expressway from the existing
16 Lakeview/Nuevo community was eliminated, the intersection of
17 Lakeview Avenue and Ramona Expressway shall be maintained
18 during the months that Ramona Expressway is being used in its
19 relocated location to the north. (See Section 5.14, Threshold C, pg.
20 5.14-178.)

21 **MM Trans 119:** If Option A is implemented to move fill dirt from
22 south of Ramona Expressway to north, all construction
23 management, staging and equipment parking areas shall be
24 maintained in a location north of Ramona Expressway to avoid
25 construction traffic driving through existing neighborhoods to get
26 to existing signals, or causing traffic hazards by crossing at
27 unsignalized locations.
28

1 *MM Trans 120:* If Option B is implemented, at least one lane of
2 Ramona Expressway must remain open at all times during the
3 construction of the over/under crossing. Traffic control plans shall
4 be approved by the County prior to the issuance of encroachment
5 permits for work within the right-of-way.

6 *MM Trans 121:* If the overcrossing (bridge) approach to Option B
7 is implemented, bridge plans and specifications must include solid
8 railings or other design features that would eliminate the risk of
9 falling dirt and debris.

10 Mitigation Measures Trans 122 through 123 will reduce impacts to
11 the impacts from hazards regarding design features or incompatible
12 vehicular traffic on local roads:

13 *MM Trans 122:* Sight distance at the project entrance roadways
14 shall be reviewed with respect to standard County of Riverside
15 sight distance standards at the time of preparation of final grading,
16 landscape, and street improvement plans.

17 *MM Trans 123:* Signing/striping plans shall be provided to the
18 County for review and approval in conjunction with detailed
19 construction plans for the project on-site roads.

20 L. Utilities

21 1. Impacts:

22 Development of the proposed project will generate the need for
23 new or expanded facilities from local utility providers. In
24 particular, the project will have an impact on the local water
25 supply and existing water supply infrastructure. This impact is
26 considered less than significant through compliance with existing
27 regulatory requirements, specifically SB 610, SB 221, and County
28

1 General Plan Policies OS 1.1, OS 2.1, OS 2.3, OS 2.4, OS 4.5, and
2 LU 5.3 together with MM Util 1 set forth below. Additionally, the
3 project will require new storm water drainage facilities which will
4 be mitigated to less than significant through compliance with
5 existing regulatory requirements, specifically General Plan
6 Policies S 4.10, OS 2.2, LU 5.2; implementation of project design
7 considerations such as preparation of a SWPPP, WQMP and
8 design specifications of the RCFCWCD; and compliance with
9 MM Util 2, 2a, 3 and 3a. The project will have a less than
10 significant impact on electrical facilities through compliance with
11 regulatory requirements, specifically Title 24, SB 1305, General
12 Plan policies LU 5.2 and 5.4, and SCE's policy and extension rules
13 as well as compliance with MM Util 4, 5 and 6. The project will
14 have a potentially significant impact on natural gas facilities which
15 will be reduced to less than significant through compliance with
16 regulatory requirements, specifically General Plan policies LU 4.2,
17 and Southern California Gas Company's policy and extension rule
18 as well as implementation of MM Util 7 and 8. The project will
19 also have a significant impact to local landfills and their capacity
20 which can be mitigated to less than significant through compliance
21 with regulatory requirements, such as AB 939, AB 1327, and
22 General Plan policies OS 13.1, and AG 5.1, together with
23 compliance with MM Util 9, 10 and 11. Each of these impacts
24 will be mitigated to below a level of significance with
25 implementation of the following mitigation measures referenced
26 above.

27 2. Mitigation:
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1 *Mitigation Measure Util 1* has been adopted and made a condition
2 of approval of the project in order to mitigate potential significant
3 impacts to disruption of water supply due to lack of access by
4 Metropolitan Water District's (MWD) and/or Eastern Municipal
5 Water District's (EMWD) to existing facilities and rights-of-way
6 within and immediately adjacent to the boundaries of the project:
7 EMWD and MWD shall be allowed to maintain facilities, rights-
8 of-way and access to their existing facilities at all times in order to
9 repair and maintain these facilities. To avoid potential conflicts,
10 preliminary engineering design drawings or improvement plans for
11 any project activity, including but not limited to recreational
12 facilities and storm drain plans, in an area which would impact one
13 or more of these facilities or rights-of-way shall be submitted to
14 EMWD or MWD, as appropriate, for approval to proceed. All
15 submittals shall clearly delineate the respective water facility and
16 rights-of-way.

17 *Mitigation Measure Util 2* has been adopted and made a condition
18 of approval of the project in order to mitigate for potential traffic
19 impacts along Ramona Expressway as a result of the installation of
20 the expansion of utility facilities in the area: Boring and tunneling
21 techniques shall be used, if feasible, to construct the main storm
22 drain channel which crosses under Ramona Expressway and is
23 located west of Town Center Boulevard . If this construction
24 method is found to be infeasible, MM Util 2a shall be
25 implemented.

26 *MM Util 2a:* Should crossing or open trenching through the
27 Ramona Expressway be required as a part of the construction of
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1 the storm drain channel identified in MM Util 2, temporary traffic
2 control measures including but not limited to, flagmen, temporary
3 median barriers, or realigned roadway segments shall be used to
4 maintain two-way traffic at all times. A traffic control plan shall be
5 submitted for approval to RCFCWCD and County Transportation
6 Department with the construction documents for the channel.

7 **Mitigation Measure Util 3** has been adopted and made a condition
8 of approval of the project which will avoid potential significant
9 flooding or water quality impacts which would result if the
10 necessary phased storm drain system facilities were not in place:
11 Interim/temporary and/or final/permanent facilities shall be
12 constructed to alleviate flooding and water quality impacts
13 associate with each proposed phase of development. At the time of
14 tract map approval, the storm drain system requirements must be
15 identified and submitted to RCFCWCD and the County Planning
16 Department for approval.

17 **MM Util 3a:** In the event the applicant widens Ramona
18 Expressway, storm flows discharged from culverts on the north
19 side of Ramona Expressway east of Towne Center Parkway will be
20 spread out by mitigation structures constructed in accordance with
21 Riverside County Flood Control and Water Conservation District
22 standards in an effort to duplicate the existing drainage pattern.

23 **Mitigation Measure Util 4** has been adopted and made a condition
24 of approval of the project in order to minimize potential significant
25 environmental impacts caused by the expansion of electric utility
26 facilities: Prior to recordation of a final map by the County, the
27 current or subsequent project applicant shall construct, or enter
28

1 into an agreement and post security, in a form and amount
2 acceptable to the Building and Safety Department, guaranteeing
3 the undergrounding of proposed utility distribution lines in
4 conformance with applicable County standards and the County's
5 Capital Improvement Policy.

6 **Mitigation Measure Util 5** has been adopted and made a condition
7 of approval of the project in order to minimize significant
8 environmental impacts caused by the expansion of electric service
9 lines: Tentative Tract maps shall be conditioned to require that all
10 electrical service lines (excluding transmission lines) serving
11 development within the project will be installed underground. This
12 includes existing service facilities that may have to be relocated
13 temporarily during grading.

14 **Mitigation Measure Util 6** has also been adopted and made a
15 condition of approval of the project in order to minimize
16 significant environmental impacts caused by the installation of new
17 electric service lines: The contractor shall temporarily relocate
18 existing overhead facilities, as necessary to maintain service, while
19 grading and installing the new underground system is underway.

20 **Mitigation Measure Util 7** shall be adopted and made a condition
21 of approval of the project to minimize the project's impacts to gas
22 service in the vicinity: Gas service shall remain available to all
23 existing customers during construction of new and replacement
24 gas lines within the project site.

25 **Mitigation Measure Util 8** has been adopted and made a condition
26 of approval of the project in order to minimize impacts to the
27 existing SCGC facilities: To assure that SCGC facilities are
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1 secure, access is maintained, and grading does not become a
2 hazardous situation, a chain link fence (or as approved by the
3 Planning Department) shall be installed around the existing
4 pressure control facility located on Davis Road. Truck access shall
5 be provided by the developer to the 36-inch line and the pressure
6 control facility to the satisfaction of SCGC. Any grading done
7 within the transmission easement shall require a "permission to
8 grade" letter from SCGC after review of final grading plans and
9 prior to County issuance of a grading permit.

10 *Mitigation Measure Util 9* has been adopted and made a condition
11 of approval of the project in order to minimize the amount of
12 construction and demolition materials delivered to the County's
13 landfills: The project proponent shall make every effort feasible to
14 recycle, reuse, and/or reduce the amount of construction and
15 demolition materials (i.e., concrete, asphalt, wood, etc.) generated
16 by development of the project that would otherwise be taken to a
17 landfill. This diversion of waste must exceed a 50 percent
18 reduction by weight. The project shall complete the Riverside
19 County Waste Management Department Construction and
20 Demolition Waste Diversion Program – Form B and Form C to
21 ensure compliance. Form B – Recycling Plan must be submitted
22 and approved by the Riverside County Waste Management
23 Department and provided to the Department of Building and
24 Safety prior to the issuance of building permits. Form C-
25 Reporting Form must be approved by the Riverside County Waste
26 Management Department and submitted to the Department of

1 Building and Safety prior to the issuance of certificate of
2 occupancy/final inspection.

3 *Mitigation Measure Util 10* has been adopted and made a
4 condition of approval of the project in order to minimize green
5 waste deliveries to the County landfills: The Homeowners
6 Association established for the proposed development shall
7 establish green waste recycling through its yard maintenance or
8 waste hauling contracts. Green waste recycling includes such
9 things as grass recycling (where lawn clippings from a mulching-
10 type mower are left on the lawn) and on- or off-site composting.
11 This measure shall be implemented to reduce green waste going to
12 landfills. If such services are not available through the yard
13 maintenance or waste haulers in the area, the HOA shall provide
14 individual homeowners with information about ways to recycle
15 green waste individually and collectively. Homeowners shall be
16 notified of such in the CC & Rs.

17 *Mitigation Measure Util 11* has been adopted and made a
18 condition of approval of the project in order to assure compliance
19 with the California Solid Waste Reuse and Recycling Act of 1991
20 (AB 1327), which requires the local jurisdiction to require
21 adequate areas for collecting and loading recyclable materials:
22 Prior to issuance of Building Permits for any multi-unit residential,
23 commercial or industrial facilities, clearance from the Riverside
24 County Waste management Department is needed to verify
25 compliance with AB 1327 in terms of installation of recycling
26 access areas at these facilities.

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following impacts
2 potentially resulting from approval of the Project, including the General Plan amendments,
3 Change of Zone, and the adoption of Specific Plan No. 342, cannot be fully mitigated and will be
4 only partially avoided or lessened by the mitigation measures hereinafter specified, therefore the
5 Board makes the finding, based upon substantial evidence in the record, set forth in CEQA
6 Section 21081(a)(3) that: Specific economic, legal, social, technological, or other
7 considerations, including considerations for the provision of employment opportunities for
8 highly trained workers, make infeasible mitigation measures or alternatives identified in the
9 environmental impact report. With respect to the project's cumulative contribution to global
10 climate change as a result of greenhouse gas emissions, the Board further finds that in addition to
11 the finding set forth in CEQA Section 21081(a)(3), because many of the actions, programs and
12 measures to fully implement AB 32 are with the responsibility and control of other public
13 agencies, and that those requirements can and should be adopted and implemented by those other
14 agencies, the Board also adopts the finding set forth in CEQA Section 21081(a)(2). As required
15 by CEQA Section 21081(b), the County finds that for each of the significant impacts which are
16 subject to a finding under Section 21081(a)(3), that specific overriding economic, legal, social,
17 technological, or other benefits of the project outweigh the significant effects on the
18 environment:

19 A. Aesthetics - Cumulative

20 1. Impacts:

21 The project when considered with the buildout of the County
22 General Plan will have a cumulatively significant impact on the
23 Ramona Expressway and will contribute cumulatively to a
24 significant and unavoidable change in the visual character of the
25 area through conversion of open space to urban uses. Although
26 site-specific aesthetic impacts may be reduced to below a level of
27 significance through implementation of the mitigation measures
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1 identified in the EIR and set forth above, the cumulative impact of
2 the development of the project on aesthetic resources is significant.
3 This finding is consistent with the County's finding in adopting the
4 RCIP General Plan EIR which concluded that "future development
5 within Riverside County and development in surrounding [cities]
6 would result in the intensification of urban uses as well as
7 conversion of open space into urban land uses. . . ." Although
8 alternatives were considered which would reduce aesthetic impacts
9 by retaining various portions of the project area in agricultural
10 operations, the County finds that none of the alternatives would
11 reduce this cumulative impact to less than significant, and that the
12 impacts will remain significant and unavoidable after consideration
13 of the mitigation measures and alternatives.

14 2. Mitigation:

15 The EIR evaluated several mitigation measures to address potential
16 significant adverse impacts upon aesthetic resources; however, no
17 feasible mitigation measures were identified in EIR No. 471 that
18 could be implemented that would reduce the cumulative impacts to
19 aesthetic resources to less than significant. As described in the
20 Draft EIR beginning at 5.1-38, with buildout of the RCIP General
21 Plan, the area along several miles of the Ramona Expressway is
22 designated for residential, commercial and community center land
23 uses. Thus, the visual character along Ramona Expressway will
24 change over time as the General Plan builds out and prominent
25 scenic vistas open to the public will be lost. This finding is
26 consistent with the findings adopted by the County in approving
27 the RCIP General Plan. While mitigation measures provide for
28

1 landscaping and enhancement of foreground view, the change in
2 visual character can be reduced, but not to a less than significant
3 level. Similarly, while several alternatives would retain more open
4 space than the proposed project, only the no development
5 alternative (Alternative 1) would avoid this impact, and that
6 alternative is not feasible in terms of implementation of the County
7 General Plan. All other alternatives would result in some level of
8 development, including Alternative 2 (development under the
9 RCIP General Plan) which the County found to have a significant
10 unavoidable impact on aesthetics when it adopted the RCIP
11 General Plan. Comments have suggested that the County consider
12 adoption of ordinances (a) requiring the preservation of open space
13 and agricultural lands, (b) imposing fees to purchase agricultural
14 easements, (c) requiring low density zoning in scenic areas or (d)
15 designating certain areas of the County as scenic or open space
16 with protective regulations for those areas to mitigate aesthetic
17 impacts resulting from the conversion of open space areas to
18 developed land. Those measures that are intended to preserve
19 agricultural land as open space are discussed below in the findings
20 regarding the infeasibility of measures to reduce the impact on
21 agricultural resources to less than significant. With regard to the
22 adoption of ordinances requiring the preservation of open space,
23 the appropriate land use mechanism to designate land uses is the
24 General Plan. The adoption of a site specific ordinance to
25 redesignate lands open space or rezone lands for lower density
26 development would be contrary to the objectives of the General
27 Plan, would contravene the goals and objectives of the General
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1 Plan, and would be contrary to sound planning principles under the
2 California Planning and Zoning laws and is therefore considered
3 infeasible by the County. The County considered which lands
4 should be set aside for open space and which lands would be
5 appropriate for development when it recently adopted its RCIP
6 General Plan. At that time, the County determined that the Project
7 site should be designated with a Community Development Overlay
8 as it was determined by the County to be an appropriate site for
9 community development in the future. The proposed Project,
10 including adoption of the Specific Plan provides the appropriate
11 land use entitlement to address the General Plan's designation of
12 the Project site as Community Development. The County has
13 considered designating certain areas as scenic, including a
14 proposed scenic highway designation along Ramona Expressway,
15 but this alone would not feasibly mitigate the conversion of
16 currently undeveloped or agricultural areas to development
17 consistent with the TVOL Specific Plan. In conclusion, there are
18 no feasible measures to reduce this impact to less than significant
19 and for these reasons, the County finds this impact significant and
20 unavoidable.

21 B. Agriculture – Project and Cumulative

22 1. Impacts:

23 Development of the project will result in the conversion of 289
24 acres of Prime Farmland, 1 acre of Unique Farmland, 205 acres of
25 Farmland of Statewide Importance, and 741 acres of Farmland of
26 Local Importance to urban uses. Although the project does not
27 conflict with any Williamson Act Contract, it does significantly
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1 conflict with the existing agricultural uses. These impacts were
2 also considered unavoidable and adverse when the County adopted
3 the Riverside County General Plan. At that time the County found
4 that the loss of agricultural lands, such as the project site, would be
5 a significant and unmitigable impact and adopted a statement of
6 overriding considerations. The Villages of Lakeview project
7 proposes more development than the land use designation placed
8 upon the property by the Riverside County General Plan, and this
9 impact would continue to be significant and unavoidable, even
10 with implementation of the following mitigation measures.
11 Although alternatives to the project were considered which would
12 minimize the impact to agricultural resources, the only alternative
13 that would avoid the impact altogether was Alternative 1, No
14 Project/No Development. Other mitigation measures were
15 considered beyond those set forth below and discussed at DEIR
16 pages 5.2-12 and 7.0-17, however those measures were
17 determined to be infeasible or incapable of reducing the impact to
18 less than significant. Mitigation that was considered included
19 imposing conservation easements on other designated farmland
20 which easement would then be conveyed to a land trust or other
21 non-profit organization to hold the easement in perpetuity.
22 Although the project will place 100 acres of agricultural land under
23 a conservation easement, for the reasons discussed in the DEIR at
24 page 5.2-12, 1:1 mitigation through this form of mitigation is not
25 considered feasible due to the absence of an agricultural land trust
26 for this amount of land, the unique real estate market in Southern
27 California, and the easement acquisition process. Another
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1 mitigation considered was the payment of a per-acre fee whether
2 imposed as a fee or imposed through adoption of a County-wide
3 ordinance; however, this too was determined to be infeasible
4 because even if a fee were collected, neither the County nor any
5 other organization within the County maintains a program for the
6 acquisition of development rights on farmland and so its capability
7 of accomplishing the objective within a reasonable period of time
8 is questionable and therefore determined to be infeasible by the
9 County. Moreover, a net loss of farmland would still occur. For
10 these reasons, this impact was determined to be unavoidable and
11 adverse, consistent with the findings of the County made in
12 connection with adoption of the RCIP General Plan.

13 2. Mitigation:

14 *Mitigation Measure Ag 2* has been adopted and made a part of the
15 project to reduce the impacts to Prime Farmland, Unique
16 Farmland, and Farmland of Unique Importance: A perpetual
17 agricultural conservation easement (Easement) as defined by
18 Section 815.1 of the California Civil Code containing a minimum
19 of 100 acres of "agricultural land" as defined by Public Resources
20 Code Section 10213 within five miles of the project, shall be
21 provided by the Master Developer to the state, county, resource
22 conservation district, regional park or open-space district, regional
23 park or open-space authority, a nonprofit organization, or other
24 entity authorized to acquire and hold conservation easements under
25 Civil Code Section 815.3. The purpose of this Easement is to
26 restrict the property's use to only those uses that will not impair or
27 interfere with the property's agricultural productive capacity, its
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1 soils, and its agricultural character, values, and utility. To the
2 extent that the preservation of the open space character and scenic,
3 habitat, natural, or historic values of the property are consistent
4 with such use, it will be within the purpose of this easement to
5 protect those values. Rural enterprises or activities, including, but
6 not limited to, grazing, hunting and fishing, wildlife habitat
7 improvement, predator control, timber harvesting, and firewood
8 production, shall be permitted uses provided that the agricultural
9 productivity of the land and is not significantly impaired by those
10 activities. The Easement shall be recorded on or before the
11 issuance of the 1,500th building permit.

12 *Mitigation Measure Ag 3* has also been adopted and made a
13 condition of approval of the project to order to reduce the impacts
14 to Prime Farmland, Unique Farmland, and Farmland of Unique
15 Importance: Master Developer shall preserve within the project no
16 less than 3 acres of "Prime Farmland" as defined by Public
17 Resources Code Section 10213 for use as a community garden or
18 gardens by recordation of a conservation easement as defined by
19 Section 815.1 of the California Civil Code. To the extent that the
20 preservation of the open space character and scenic, habitat,
21 natural, or historic values of the property are consistent with such
22 use, it will be within the purpose of this easement to protect those
23 values. The Community Garden will be run by the Homeowners'
24 Association or County Service Area so as to be available to the
25 public for the purpose of gardening. The location of the
26 community garden or gardens shall occur within the 500-foot
27 Greenbelt as defined by Planning Areas 5, 7, 8, 21 and 22. An
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1 easement shall be recorded and the community garden or gardens
2 shall be available for use on or before the issuance of the 1,500th
3 building permit.

4 C. Air Quality – Project and Cumulative

5 1. Impacts:

6 Development of the project will result in an 88 percent increase in
7 the number of dwelling units on the project site as compared to the
8 County's General Plan, which exceeds the local land use plans that
9 were the basis of the developing the Air Quality Management Plan
10 (AQMP) of the South Coast Air Basin (SCAB). Short-term
11 construction emissions and long-term operational emissions (both
12 direct and cumulative) would exceed short-term South Coast Air
13 Quality Management District (SCAQMD) significance thresholds
14 during construction for volatile organic compounds (VOC), oxides
15 of nitrogen (NO_x), carbon monoxide (CO), and particulate matter
16 of 10 microns (PM-10) and 2.5 microns or less in size (PM-2.5)
17 within Phase 1 of the project; and VOC, NO_x, PM-10, and PM-2.5
18 in phases 2 and 3 of the project. SCAQMD long-term significance
19 thresholds will also be exceeded for VOC, NO_x, CO, sulfur
20 dioxide (SO₂), PM-10, and PM-2.5 over the project as a whole.
21 Additionally, the project will significantly increase the amount of
22 greenhouse gas emissions that are produced locally. The project
23 will also involve the construction of sensitive receptors near the
24 Ramona Expressway. Although all feasible mitigation measures
25 have been considered, including those which were added in
26 response to comments and addressed in the Final EIR, it is not
27 possible to reduce the impacts to less than significant. Among the
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1 mitigation measures suggested for consideration by the County
2 included the adoption of an ordinance requiring developers to pay
3 for offsetting new air pollution. This suggestion was determined
4 to be infeasible by the County because while the payment of
5 money could over time provide for offsets of existing emissions,
6 the County does not have a program by which to purchase offsets
7 and therefore the ability of this measure to be accomplished
8 successfully within a reasonable period of time is uncertain and
9 therefore of questionable feasibility. In addition, the imposition of
10 fees would not reduce the emissions anticipated to be generated by
11 the project which would still occur even if fees were paid. Also,
12 because the unavoidable air quality impacts are also cumulative in
13 nature, the imposition of fees in one county would not necessarily
14 reduce to a level of less than significant the cumulative effect of
15 air emissions generated elsewhere in the South Coast Air Basin.
16 For these reasons, the adoption of an ordinance to impose fees was
17 not considered feasible mitigation. In addition to those measures
18 evaluated in the Draft EIR, the County also evaluated mitigation
19 measures to reduce GHG emissions suggested by the Office of the
20 Attorney General and the CAPCOA (California Air Pollution
21 Control Officer's Association) White Paper on CEQA and Climate
22 Change (2008). The evaluation of these measures are set forth in
23 Response to Comment 28.90 in the Final EIR. Moreover, as
24 noted in the discussion of Alternative 6 – Low Carbon Alternative,
25 similar to the proposed project, Alternative 6 is projected to reduce
26 its GHG emissions by more than 28.3% below “business as usual;”
27 however, as with the proposed project, adoption and
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1 implementation of measures to achieve the goals set by AB 32 are
2 within the responsibility and control of other public agencies, and
3 not the project alone. As a result, so long as any additional GHG
4 emissions are produced by a project, the County must find that the
5 project's GHG emissions are cumulatively considerable and
6 significant based upon the need for third party agency regulatory
7 action. The Villages of Lakeview project will have significant
8 impacts to project and cumulative air quality, even with the
9 following mitigation measures. Moreover, although alternatives
10 were considered which would have fewer impacts (project and
11 cumulative) on air quality, none of the alternatives with the
12 exception of Alternative 1 (No Project/No Development) would
13 avoid a significant impact altogether.

14 2. Mitigation:

15 *Mitigation Measures Air 1 through 3b* have been adopted and
16 made a condition of the project to reduce short-term direct and
17 cumulative air quality impacts, as follows:

18 *MM Air 1:* During construction, ozone precursor emissions from
19 mobile construction equipment shall be controlled by maintaining
20 equipment engines in good condition and in proper tune per
21 manufacturers' specifications to the satisfaction of the Department
22 of Building and Safety. Equipment maintenance records and
23 equipment design specification data sheets shall be kept on-site
24 during construction. Compliance with this measure shall be subject
25 to periodic inspections by the Department of Building and Safety.

26 *MM Air 1a:* All project developers funded privately rather than
27 publicly (public funding requires that the winning proposal go to
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1 the lowest responsible bidder) shall provide preference to qualified
2 grading contractor proposals that include the use of construction
3 equipment that demonstrates early compliance for off-road
4 equipment with the CARB in-use off-road diesel vehicle
5 regulation (SCAQMD Rule 2449) – and/or – meets or exceeds
6 Tier 3 standards with available CARB verified or U.S. EPA-
7 certified technologies or use of alternative fueled off-road
8 construction equipment. Proof of preference shall be reviewed by
9 the Department of Building and Safety’s Grading Division prior to
10 issuance of a grading permit.

11 *MM Air 2*; Where economically and physically feasible, electricity
12 from power poles shall be used instead of temporary diesel- or
13 gasoline powered generators to reduce the associated emissions.
14 Feasibility shall be determined by the contractor and approved by
15 the Department of Building and Safety’s Grading Division prior to
16 issuance of grading permits.

17 *MM Air 3*: To reduce construction vehicle (truck) idling while
18 waiting to enter/exit the site, prior to issuance of grading permits,
19 the contractor shall submit a traffic control plan that will describe
20 in detail safe detours to prevent traffic congestion to the best of the
21 project’s ability, and provide temporary traffic control measures
22 during construction activities that will allow both construction and
23 on-street traffic to move with less than 5-minute idling times.
24 Additional traffic control measures may include, but are not
25 limited to:

- 26 • Require construction parking to be configured such that
27 traffic interference is minimized,
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- 1 • Provide dedicated turn lanes for movement of construction
- 2 trucks and equipment on- off-site,
- 3 • Schedule construction activities that affect traffic flow on
- 4 the arterial system to off-peak hours to the extent
- 5 practicable,
- 6 • Reroute construction trucks away from congested streets or
- 7 sensitive receptor areas, and
- 8 • Improve traffic flow by signal synchronization.

9 *MM Air 3a:* To reduce fugitive dust emissions, the developer shall
10 provide the County of Riverside with sufficient proof of
11 compliance with Rule 403 and other dust control measures
12 including, but not limited to:

- 13 • Requiring the application of non-toxic soil stabilizers
- 14 according to manufacturers' specifications to all inactive
- 15 construction areas (previously graded areas inactive for 20
- 16 days or more, assuming no rain),
- 17 • Requiring trucks entering or leaving the site hauling dirt,
- 18 sand, or soil, or other loose materials on public roads to be
- 19 covered,
- 20 • Suspending all excavating and grading operations when
- 21 wind gusts (as instantaneous gust) exceed 25 miles per
- 22 hour,
- 23 • Post contact information outside the property for the public
- 24 to call if specific air quality issues arise,
- 25
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- Use SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,
- Replace ground cover in disturbed areas as quickly as possible.

MM Air 3b: In order to improve air quality by reducing VOC emissions associated with the application of architectural coating, homebuilders shall apply coatings and solvents with a VOC content lower than required under Rule 1113 as amended July 13, 2007 to residential dwelling units. In addition, homebuilders are encouraged to consider the use of pre-coated construction materials and materials that do not require painting. Construction specifications shall be included in the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the County of Riverside's Building and Safety Department for compliance with this mitigation measure prior to issuance of a building permit.

Mitigation Measures Air 4 through Air 14 have been adopted and made conditions of approval of the project, in addition to Mitigation Measures Air 1-3b above, to reduce long-term impacts and green house gas emissions as follows:

MM Air 4: In order to reduce energy consumption from proposed project development, applicable plans (e.g., electrical plans, improvement maps, etc.) submitted to the County shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the

1 applicable Department (e.g., Department of Building and Safety or
2 Department of Transportation) prior to conveyance of applicable
3 streets.

4 **MM Air 5:** In order to reduce energy consumption from the
5 proposed project development, construction of large residential
6 buildings, large public buildings (library, public community
7 center, schools, and joint-use facilities), large private recreation
8 buildings owned by the Homeowners' Association (HOA) and
9 large commercial buildings (retail and office) shall exceed the
10 2007 California Energy Code - Title 24, Part 6 energy efficiency
11 standards by 35% (schools and joint-use facilities are subject to
12 Nuview Union School District approval). Submission of a Title 24
13 worksheet with building plans shall be required by the Department
14 of Building and Safety in order to obtain a building permit. The
15 worksheet shall include both the calculations showing the
16 minimum Title 24 compliance requirements and calculations
17 demonstrating that the project will increase energy efficiency 35%
18 beyond Title 24. Compliance is determined by comparing the
19 energy efficiency of the proposed development to a minimally
20 Title 24 compliant development. The calculations must be from an
21 energy analysis computer program approved by the California
22 Energy Commission in accordance with Title 24, Part 1, Article 1,
23 Section 10-109. These approved programs include, as of February
24 2009, EnergyPro and Micropas 7 for residential buildings and
25 EnergyPro, Perform 2005, and eQuest/D2Comply for non-
26 residential buildings. (Note: "large" is defined as the primary
27 residence, main private recreation building, main public
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1 community center building, retail space with an anchor, etc.;
2 “large” excludes a shed in a residential yard, small utility
3 buildings, small pool buildings, trash enclosures, etc.)

4 *MM Air 6:* In order to reduce energy consumption from the
5 proposed project development, The Villages of Lakeview
6 homebuilders shall, if installing major appliances such as
7 dishwashers, washing machines, and refrigerators in homes, install
8 Energy Star-rated models. Major appliances installed in large
9 public buildings (library, public community center, schools, and
10 joint-use facilities) and large private recreation buildings owned by
11 the HOA shall be Energy Star-rated (schools and joint-use
12 facilities are subject to Nuview Union School District approval).
13 Proof of compliance will be required by the Department of
14 Building and Safety in order to obtain a Final Inspection. (Note:
15 “large” is defined as the primary residence, main private recreation
16 building, main public community center building, retail space with
17 an anchor, etc.; “large” excludes a shed in a residential yard, small
18 utility buildings, small pool buildings, trash enclosures, etc.)

19 *MM Air 6a:* In order to increase renewable energy sources and
20 reduce greenhouse gas emissions, large public buildings (library,
21 public community center, schools, and joint-use facilities) and
22 large private recreation buildings owned by the HOA shall be
23 installed with solar panels, photovoltaic cells, solar thermal
24 systems or other renewable energy generating technology (schools
25 and joint-use facilities are subject to Nuview Union School District
26 approval). Homebuilders are required to: 1) offer to home buyers
27 solar panels, photovoltaic cells, solar thermal systems or other
28

1 renewable energy generating technology as part of the
2 homebuilder's option program, or 2) be consistent with the
3 Governor's Million Solar Roofs plan. Proof of compliance shall be
4 shown on the panel of plans or the homebuilder's option package
5 and be required by the Department of Building and Safety in order
6 to obtain a building permit. (Note: "large" is defined as the
7 primary residence, main private recreation building, main public
8 community center building, retail space with an anchor, etc.;
9 "large" excludes a shed in a residential yard, small utility
10 buildings, small pool buildings, trash enclosures, etc.)

11 **MM Air 7:** Because The Villages of Lakeview residents will be
12 adding additional car trips, and therefore contributing indirectly to
13 both criteria pollutants and greenhouses gases such as carbon
14 dioxide, The Villages of Lakeview will provide a transit center,
15 including a bus stop opportunity and park-n-ride lot to facilitate
16 carpooling and/or use of public transportation. Proof of
17 compliance will be required prior to the issuance of the 2,632st
18 building permit.

19 **MM Air 8:** Because The Villages of Lakeview residents will be
20 adding additional car trips, and therefore contributing indirectly to
21 both criteria pollutants and greenhouses gases such as carbon
22 dioxide, The Villages of Lakeview will designate parking spaces
23 for high-occupancy vehicles and provide larger parking spaces to
24 accommodate vans used for ride sharing at the transit center,
25 library, public community center, Central Park parking area, and in
26 commercial areas. Proof of compliance will be required prior to
27 the approval of the Plot Plan for each of the projects listed above.
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1 *MM Air 9:* Adequate bicycle parking (one space per 20 car spaces)
2 shall be provided at the transit center, library, public community
3 center, Central Park parking area, and the commercial areas. Proof
4 of compliance will be required prior to approval of the Plot Plan
5 for each implementing project.

6 *MM Air 10:* Because The Villages of Lakeview residents will be
7 adding additional car trips, and therefore contributing indirectly to
8 both criteria pollutants and greenhouses gases such as carbon
9 dioxide, public information shall be provided to residents about
10 opportunities to utilize walking, public transportation, carpooling,
11 and bicycles. This effort will be implemented through signage and
12 information posted at the transit center, library, public community
13 center, Central Park parking area, and in commercial areas. Proof
14 of compliance will be required prior to issuance of the building
15 permit for each of the above facilities.

16 *MM Air 11:* Because THE VILLAGES OF LAKEVIEW residents will
17 be adding additional car trips, and therefore contributing indirectly
18 to both criteria pollutants and greenhouses gases such as carbon
19 dioxide, a community vehicle shall be provided by the
20 Homeowners Association (or like entity) for resident transport. It
21 shall be an electric or alternative fuel vehicle. . Proof of
22 compliance will be required prior to the issuance of the 9,551st
23 building permit.

24 *MM Air 12:* Because The Villages of Lakeview residents will be
25 adding additional sources of solid waste to nearby landfills and
26 thereby indirectly contributing to methane emissions, in addition to
27 mitigation measures found in Section 5.15 (MM Util 9 through 11)
28

1 separate recycling and waste receptacles will be provided at all
2 public garbage bins along sidewalks and at the transit center,
3 library, public community center, Central Park parking area, and in
4 commercial areas. Proof of compliance will be required prior to
5 issuance of a building permit. Signage and information regarding
6 the recycling bins and acceptable recycling materials shall be
7 posted at the transit center, library, public community center,
8 Central Park parking area, and in commercial areas. Proof of
9 compliance will be required by the Department of Building and
10 Safety prior to the Plot Plan Final Inspection of each the above-
11 listed facilities.

12 *MM Air 13:* Because THE VILLAGES OF LAKEVIEW residents will
13 be adding additional car trips, and therefore contributing indirectly
14 to both criteria pollutants and greenhouses gases such as carbon
15 dioxide, THE VILLAGES OF LAKEVIEW will coordinate with the
16 transportation department and with local and regional agencies
17 where possible in order to maximize integration of the project with
18 local transportation planning and implementation efforts. These
19 efforts include the possibility of extending the Riverside Transit
20 Agency's Bus Rapid Transit System into the area and bus
21 connections to proposed Metrolink stations along the Perris Valley
22 Line. Proof of coordination shall be provided to the County
23 Transportation Department prior to the issuance of the 2,632nd,
24 6,771st, and 11,150th building permits which correspond with the
25 completion of each Phase of development, respectively.
26 Coordination materials shall include a Staff Report or Meeting
27 Minutes.
28

1 *MM Air 14:* Within the Central Park's campus of public facilities,
2 which includes a public community center and a library, up to 5
3 parking spaces (in excess of standard parking requirements) shall
4 be dedicated for the installation of an EV charging facility or for a
5 car sharing program.

6 D. Cultural – Project and Cumulative Indirect

7 Impacts:

8 The development of the project will introduce 11,150 dwelling
9 units within close proximity to sensitive cultural artifacts.
10 Additionally, the development of other projects as proposed within
11 the vicinity of the project will introduce 127,250 persons within
12 five miles of the project site. This will lead to both project and
13 cumulative indirect impacts to cultural resources including theft,
14 disturbance, or vandalism. Although several mitigation measures
15 have been introduced to minimize direct impacts to these
16 resources, the indirect effect on these resources from the project
17 and the cumulative development will still be significant and
18 unavoidable.

19 E. Land Use – Project and Cumulative

20 1. Impacts:

21 The project as proposed will have a significant impact to the
22 present and planned land use of the area as it would result in a
23 substantial alteration of the present use of the project site.
24 Accordingly, the Project includes General Plan Amendment No.
25 720, which proposes to increase the developable land use densities
26 on the subject site; however, no feasible mitigation, regulation or
27 design considerations were identified to lessen the impacts with
28

1 respect to the alteration from the present land use. Cumulatively,
2 the project is one of several proposed developments that will
3 impact existing and proposed land uses within the
4 Lakeview/Nuevo area and this portion of the County. Because the
5 project contributes to the overall new development along the
6 Ramona Expressway corridor and the Lakeview/Nuevo area,
7 cumulative land use impacts are also considered significant and
8 unavoidable. The project is also inconsistent with various General
9 Plan policies directed at conservation of agriculture, reduced
10 commutes and indirect effects of substantial population growth on
11 open space and rural character, and therefore, this is considered a
12 significant and unavoidable impact even with implementation of
13 Mitigation Measures Land Use 1, 2 and 3 described in Section H.,
14 Land Use, and set forth below, of these findings, and other
15 mitigation measures described elsewhere in these findings to
16 address impacts such as the conservation of agricultural lands.
17 The County further finds that while this impact could be avoided
18 by adoption of Alternative 1, the No Project/No Development
19 Alternative, all of the other alternatives considered would have
20 similar impacts as the proposed project, would not reduce impacts
21 to a less than significant level, and were not considered feasible
22 alternatives for the reasons set forth in these findings..

23 2. Mitigation:

24 *Mitigation Measure Land Use 1* has been adopted and made a
25 condition of approval of the project in order to reduce potential
26 significant adverse impacts due to incompatibility between
27 agricultural uses and proposed suburban development: Proposed
28

1 residences, school buildings, and commercial structures shall be
2 setback 300 feet from existing active agricultural uses of an
3 offensive nature which are defined as: corrals, chicken houses,
4 dairy waste ponds, manure stockpiles, or commercial livestock.
5 This setback shall not apply to areas of the project where Ramona
6 Expressway intervenes between active agriculture and proposed
7 development because the expressway will act as the buffer. The
8 300-foot buffer area may include public road rights-of-way,
9 parking lots, and service or maintenance areas. In addition to
10 project edge conditions, the 300-foot setback shall also apply to
11 interim conditions on-site between occupied project-related
12 buildings and existing on-site agricultural uses of an offensive
13 nature (e.g., chicken ranch) that are located in a later phase of
14 project development and may remain operational while earlier
15 phases of development are being built.

16 *Mitigation Measure Land Use 2* has been adopted and made a
17 condition of approval in order to reduce potential land use
18 density/intensity conflicts between existing rural residences on
19 Mike Lane and future residential homes within Planning Areas 55,
20 57, and 58: A sight line study or evidence showing avoidance of
21 views from proposed residences into existing homes on Mike Lane
22 shall be submitted at the time of Tract Map submittal, or as
23 otherwise approved by the Planning Director. Conflicts may be
24 avoided through use of various means including but not limited to:
25 location of windows and balconies, landscaping, walls, elevation
26 differences, or setbacks.

1 *Mitigation Measure Land Use 3* has been adopted and been made
2 a condition of approval of the project in order to eliminate
3 inconsistencies with General Plan Policy LU.4.1, which
4 encourages public art, and to provide a mechanism for
5 interpretation of some of the historic land uses of the project site:
6 Public art and/or historic interpretation art or exhibits, shall be
7 incorporated into the project in a minimum of three locations. At
8 least one exhibit will focus on the project site's prehistoric
9 archaeological resources and interpretation at a location(s) to be
10 determined at a later date depending on subject matter. Examples
11 of the other exhibits may include but are not limited to:
12 interpretative exhibits regarding the thoroughbred farm located
13 within the park to be built in PA 53, art as a part of community
14 entry monumentation, or art within fountains at a plaza within a
15 pedestrian-oriented commercial center.

16 F. Noise – Project and Cumulative

17 Impacts

18 The project will create a substantial permanent increase in ambient
19 noise levels in the project vicinity above levels existing without the
20 project. No feasible mitigation measures will reduce those impacts
21 to below a level of significance. Because these increases in noise
22 are as a result generally of vehicle trips and ambient noise created
23 by additional vehicular trips, there are no physical structures, such
24 as soundwalls, or berming, or landscape buffering that could
25 feasibly reduce the increase in ambient noise to less than
26 significant. It should be noted that there are significant noise level
27 increases from existing levels from other cumulative projects
28

1 considered in the EIR, even without the addition of project-
2 generated traffic along 31 of the 147 road segments studied; and
3 therefore, the cumulative noise impacts were considered significant
4 even without the addition of the project. Each of the segments in
5 which ambient noise levels associated with the project were
6 considered in the Final EIR; however, it was not feasible to
7 mitigate those noise increases and therefore both project and
8 cumulative noise impacts are considered significant and
9 unmitigable.

10 G. Population

11 Impacts

12 The project will cumulatively exceed official regional and local
13 population projections, and induce substantial population growth in
14 the area. The project contributes 42.5 percent of the forecasted
15 population for the Lakeview/Nuevo Planning Area and comprises
16 more than 5% of the County's projections through 2030.
17 Moreover, as the project does not improve the region's
18 jobs/housing balance, the residential population growth attributable
19 to the project is considered cumulatively considerable and
20 significant. No feasible mitigation measures will reduce those
21 impacts to below a level of significance.

22 H. Transportation / Traffic

23 1. Impacts

24 For certain roadways as discussed in each mitigation measure
25 below, the project will exceed, either individually or cumulatively,
26 a level of service standard established by the county congestion
27 management agency for designated roads or highways and/or cause
28

1 an increase in traffic which is substantial in relation to the existing
2 traffic load and capacity of the street system. Additionally, the
3 project will cause the need for altered maintenance of roads.
4 Certain improvements are identified in the EIR for which, although
5 mitigation measures have been identified that will reduce the
6 project's direct and cumulative traffic impacts to less than
7 significant, because (1) even if the project has contributed its fair
8 share of funding for the identified improvement, it is not known
9 which of the identified, off-site regional improvements will be
10 constructed and operational by the time the project is operational
11 (i.e., the project is generating trips that impact the identified
12 roadways); or (2) the improvement is the responsibility of other
13 jurisdictions or agencies, and not the County, and therefore, the
14 timing of implementation of the improvement cannot be
15 ascertained with certainty, a significant unavoidable adverse
16 temporary impact may occur until such time all identified
17 improvements have been constructed and implemented. In
18 consideration of these factors, The Villages of Lakeview project
19 will have significant impacts to planned local transportation and
20 traffic patterns, even with the following mitigation measures.

21 2. Mitigation

22 Mitigation Measures Trans 6, 8 and 10 describe the project's
23 participation in the County's Transportation Uniform Mitigation
24 Fee, Road and Bridge Benefit District, and Development Impact
25 Fee programs:

26 **MM Trans 6:** Prior to the issuance of occupancy permits for the
27 1,201st dwelling unit, or an equivalent amount of non-residential
28

1 building permits, applicant shall widen Ramona Expressway to 4
2 lanes with a median between Lakeview Avenue and the existing 4-
3 lane section of Ramona Expressway located easterly of the City of
4 Perris, OR

- 5 • The County shall have awarded a construction contract,
6 with full funding in place, for this improvement.
- 7 • The widening of this section of Ramona Expressway
8 may require construction of a bridge. The project shall
9 receive credit against the TUMF fees and RBBD fees
10 for this improvement. In the event that the cost of these
11 improvements exceeds the project's TUMF and RBBD
12 contributions for this phase, County shall make its best
13 efforts to secure additional funds from the TUMF
14 Program or other Regional funding programs
15 administered by WRCOG or RCTC to contribute the
16 additional funding, and/or identify funds collected from
17 other development in the proposed Lakeview/Nuevo
18 RBBD area to fully fund these improvements.
- 19 • In addition to the County's efforts to secure funding for
20 the road widening and bridge improvements from
21 WRCOG and RCTC, applicant will establish a
22 Community Facilities District (CFD) or other
23 acceptable funding mechanism to fully fund any
24 shortfall in the delivery of the four lane improvement.
25 The funds generated by the CFD shall be used to fund
26 the improvements and applicant shall receive
27
28

1 corresponding credits against RBBB and TUMF fees
2 that the current phase of development would generate.

3 **MM Trans 8:** Prior to the issuance of occupancy permits for the
4 2,201st dwelling unit, or an equivalent amount of non-residential
5 building permits, applicant shall widen Ramona Expressway to 4
6 through lanes with a median from Hansen Avenue easterly to 5th
7 Street, OR

- 8
- 9 • The County shall have awarded a construction contract,
10 with full funding in place, for this improvement.
- 11 • In the event that the cost of these improvements
12 exceeds the project's TUMF and RBBB contributions
13 for this phase, County shall make its best efforts to
14 secure additional funds from the TUMF Program or
15 other Regional funding programs administered by
16 WRCOG or RCTC to contribute the additional funding,
17 and/or identify funds collected from other development
18 in the proposed Lakeview/Nuevo RBBB area to fully
19 fund these improvements.
- 20 • In addition to the County's efforts to secure funding for
21 the road widening improvements from WRCOG and
22 RCTC, applicant will establish a Community Facilities
23 District (CFD) for its then current phase of
24 development. The funds generated by the CFD shall be
25 used to fund the improvements and applicant shall
26 receive corresponding credits against RBBB and
- 27
- 28

1 TUMF fees that the current phase of development
2 would generate.

3 **MM Trans 10:** Prior to the issuance of the 2,581st residential
4 occupancy permit, or building permit for an equivalent amount of
5 non-residential buildings, the applicant shall improve Nuevo Road
6 from two lanes to four lanes between Dunlap Road and Foothill
7 Avenue, OR funding for this improvement shall be assured,
8 otherwise.

9 Mitigation Measures Trans 17 discuss the projects required
10 intersection improvements to below a level of significance,
11 which shall be provided prior to the issuance of the 1,601st
12 residential occupancy permit, or the issuance of an equivalent
13 amount of non-residential building permits, or earlier if
14 determined to be necessary on the basis of village-level traffic
15 studies:

16 **MM Trans 17:** Improve the intersection of Lakeview Avenue and
17 10th Street to provide signalization and include the following
18 geometrics:

19 Northbound: One left turn lane. One shared through and
20 right turn lane.

21 Southbound: One left turn lane. One shared through and
22 right turn lane.

23 Eastbound: One left turn lane. One through lane. One
24 right turn lane.

25 Westbound: One left turn lane. One shared through and
26 right turn lane.

1 **Mitigation Measures Trans 23** requires following intersection
2 improvements, which shall be provided prior to the issuance of the
3 3,201st residential occupancy permit, or the issuance of an
4 equivalent amount of non-residential building permits, or earlier if
5 determined to be necessary on the basis of village-level traffic
6 studies:

7 **MM Trans 23:** Improve the intersection of Lakeview Avenue and
8 Nuevo Road to include the following geometrics:

9 Northbound: Not applicable.

10 Southbound: One left turn lane. One right turn lane.

11 Eastbound: One left turn lane. One through lane.

12 Westbound: One shared through and right turn lane.

13 Mitigation Measures Trans 35 through 38 require improvements to
14 the following roadways internal to the project, and shall be
15 constructed as needed for Phase I development per the following
16 geometrics and as determined on the basis of Village-level traffic
17 studies:

18 **MM Trans 35:** Participate in the phased construction of off-site
19 traffic signals through payment of traffic signal mitigation fees
20 (Riverside County Traffic Signal Systems Fee Program).

21 **MM Trans 36:** The project proponent shall be required to pay the
22 Transportation Uniform Mitigation Fee (TUMF) in accordance
23 with the fee schedule in effect at the time of issuance of a building
24 permit, pursuant to Ordinance No. 824.

25 **MM Trans 37:** Prior to the issuance of building permits for any
26 implementing project for the Project, each implementing project
27 within any phase of the Project shall be asked to pay the RBBB fee
28

1 once it has been established and adopted. In the event the RBBB is
2 not formed prior to the time when an implementing project is ready
3 to record a map or obtain a building permit (for non-residential
4 projects), the proponent of the implementing project will have the
5 option of paying an estimated RBBB fee or constructing those
6 RBBB roadway improvements identified by the Transportation
7 Department based on the Traffic Impact Study Report needed to
8 mitigate its proportional share of cumulative impacts, or as
9 approved by the Transportation Department.

10 **MM Trans 38:** Proposed project-level mitigation measures shall
11 be coordinated with the RBBB to ensure that they are in
12 conformance with the ultimate improvements planned by the
13 RBBB. The applicant shall be eligible to receive proportional
14 credits against the RBBB for construction of project level
15 mitigation included in the RBBB.

16
17 MM Trans 39 will reduce impacts to the following roadways
18 internal to the project, and shall be constructed as needed for
19 development; as determined on the basis of the Village-level traffic
20 studies:

21 **MM Trans 39:** Prior to the issuance of occupancy permits for the
22 4,001st dwelling unit, or an equivalent amount of non-residential
23 building permits:

- 24 • Applicant shall widen Ramona Expressway to 4 lanes
25 with a striped median from 5th Street to connect to the
26 existing 4 lane section west of Warren Road, Or

- The County shall have awarded a construction contract, with full funding in place, for this improvement.
- In the event that the cost of these improvements exceeds the project's TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements.
- In addition to the County's efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate.

Mitigation Measure Trans 73 requires improvements to the following roadways internal to phase two of the project, and shall be constructed as needed for development; as determined on the basis of the Village-level traffic studies:

MM Trans 73: Prior to the issuance of the 6,671st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Reservoir

1 Avenue from two lanes to four lanes between Nuevo Road and 10th
2 Street, OR funding for this improvement shall be assured,
3 otherwise.

4 Mitigation Measures Trans 80 and Trans 86, requires the following
5 intersection improvements, which shall be provided prior to the
6 issuance of the 6,801st residential occupancy permit, or the
7 issuance of an equivalent amount of non-residential building
8 permits, or earlier if determined to be necessary on the basis of
9 village-level traffic studies:

10 ***MM Trans 80:*** The City of Perris and the County of Riverside are
11 coordinating with Caltrans on the improvements at the I-215
12 interchanges ramps. The above geometrics are included in the
13 current Caltrans improvement plan for this intersection and are
14 expected to be completed by this phase. The intersection of I-215
15 NB Ramps at Ramona Expressway shall be improved to provide
16 the following geometrics:

17 Northbound: One shared left turn and through lane. One
18 right turn lane.

19 Southbound: Not applicable.

20 Eastbound: One left turn lane. Two through lanes.

21 Westbound: Two through lanes. One free flow right turn
22 lane.

23 ***MM Trans 86,*** which may be waived at the direction of the
24 County: Improve the intersection of Warren Road and Ramona
25 Expressway to include the following geometrics:

26 Northbound: Two left turn lanes. One shared through and
27 right turn lane.

1 Southbound: One shared left turn, through and right turn
2 lane.

3 Eastbound: One left turn lane. Two through lanes. One
4 right turn lane.

5 Westbound: One left turn lane. Two through lanes. One
6 right turn lane.

7 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the State CEQA
8 Guidelines (14 Cal. Code of Regs. Section 15126(d)) requires an EIR to discuss how a proposed
9 project could directly or indirectly lead to economic, population, or housing growth. A project
10 may be growth-inducing if it removes obstacles to growth, taxes community service facilities or
11 encourages other activities which cause significant environmental effects. The discussion is as
12 follows:

13 A. Economic, Population Or Housing Growth

14 The proposed project will develop a total of 11,150 dwelling units including 500
15 affordable housing units, including 250 senior housing units, and 500,000 square
16 feet of mixed-use commercial which represents the contribution of approximately
17 34,000 residents and approximately 1,000 jobs to the project area.

18 B. Removal Of An Impediment To Growth

19 The proposed project could potentially influence continued development within
20 adjacent properties by providing or extending roadways, water and sewer service,
21 utility and energy services to the immediate area. Although additional
22 improvements are required to extend these services through the project site and to
23 provide sewer service, these facilities have been planned by, and included and
24 evaluated as part of local agency service plans. Moreover, the area surrounding
25 the project site is already served by water and sewer, and while the project will
26 require extension to the project site, it completes a system, as opposed to creating
27 a new extension to open up additional areas. Although the project could influence
28

1 growth in the immediate area, growth is already occurring or planned for within
2 the area. Therefore, the Project will not induce growth through the removal of
3 impediments to growth.

4 C. Precedent-setting Effects

5 There are several precedent-setting effects of the proposed project in that the
6 project was not anticipated with the County's General Plan. In 2006, it was given
7 preliminary "permission to proceed" by the Riverside County Board of
8 Supervisors for its extraordinary benefits it was bringing to the County for
9 regional transportation improvements and the MSHCP. Additionally, the County
10 Planning Department is using several administrative elements of The Villages of
11 Lakeview, such as the Village Refinement Plan, as tools for other large-scale
12 developments.

13 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has considered the
14 following alternatives identified in EIR No. 471 in light of the environmental impacts which
15 cannot be avoided or substantially lessened, makes the following findings regarding each of the
16 alternatives, and has rejected those alternatives as infeasible for the reasons hereinafter stated:

17 A. Alternative 1: No Project/No Development Alternative

- 18 1. The No Project/No Development Alternative would result in no
19 changes to the existing land uses, and the hypothetical continued
20 use of the site with existing uses which are currently single-family
21 residences, a thoroughbred farm, a chicken ranch, field crops, and
22 other agricultural operations, with limited infrastructure.
- 23 2. The No Project/No Development Alternative would maintain
24 existing zoning classifications and environmental conditions.
- 25 3. The No Project/No Development Alternative would eliminate the
26 unavoidable adverse impacts of the project, including aesthetic,
27 agricultural resources, air quality, cultural, noise, and utilities
28

1 impacts associated with development of the project; however, the
2 No Project Alternative would only partially eliminate biological
3 impacts associated with the project as disturbance of areas in
4 connection with agricultural activities would occur, and the
5 conservation and protection of almost 1,000 acres as open
6 space/conservation areas would not occur.

7 4. Because the No Project/No Development Alternative would
8 eliminate or reduce the above-referenced environmental impacts
9 and the remaining impacts would be generally less than the
10 Proposed Project, even when mitigated to less than significant by
11 the recommended mitigation measures, it is considered to be an
12 environmentally superior alternative.

13 5. The No Project/No Development Alternative would not generate
14 additional protection for biological resources through the reduction
15 of agricultural uses on the project site.

16 6. The No Project/No Development Alternative would not result in
17 the reduction of hazardous materials used for agricultural activities
18 in the project site.

19 7. The No Project/No Development Alternative would allow for the
20 continued contamination of the surface waters and ground waters
21 of the existing agricultural uses.

22 8. The No Project/No Development Alternative would not provide
23 any commercial within the project site and would therefore be
24 worse for the local jobs / housing balance.

25 9. The No Project/No Development Alternative would not provide
26 development impact fees and key roadway improvements to the
27 County for regional infrastructure.
28

- 1 10. The No Project/No Development Alternative would not address
2 any of the County regional housing needs that are provided by the
3 proposed Project.
- 4 11. The No Project/No Development Alternative would not meet any
5 of the project objectives.
- 6 12. It is infeasible to maintain the project site in agricultural use over
7 the long-term given its location within a developing area, and it is
8 impractical and infeasible to assume that no development would
9 occur. Therefore, the No Project/No Development Alternative
10 may postpone rather than preclude the use of the property for more
11 intensive land uses and may result in the ultimate, albeit later
12 development of the property in a haphazard, piecemeal fashion.
- 13 13. For these reasons, the County finds that although Alternative 1
14 would avoid many of the significant effects of the proposed
15 project, it does not meet the project objectives or provide the
16 benefits (open space conservation, infrastructure improvements,
17 addressing need for additional jobs and housing in the County) of
18 the project, is infeasible because from a policy standpoint it does
19 not further the goals of the County as set forth in the RCIP General
20 Plan, and may in the long term be infeasible in terms of
21 maintaining the status quo given the existing County land use
22 designations and the assumption upon which this alternative is
23 based that no development would occur on the project site, and
24 therefore rejects Alternative 1.

25 B. Alternative 2: No Project/Existing Plans and Entitlements Alternative

- 26 1. The No Project/Existing Plans and Entitlements Alternative
27 assumes that the project site would be developed in accordance
28

1 with the existing General Plan land use designations, and existing
2 entitlements on site. This alternative assumes development of
3 agricultural, commercial, industrial, and residential uses pursuant
4 to the current County General Plan. Approximately 802 acres of
5 the project site is designated with a "Community Development
6 Overlay" and this alternative assumes that those areas would be
7 developed consistent with the General Plan. In addition, with
8 respect to existing entitlements, this alternative assumes that the
9 Lakeview Mountains where existing legal lots exist today could be
10 developed with 27 residences in addition to 826 acres of
11 agricultural uses, a chicken ranch, 436 residences for a total of
12 1,274 residences throughout the project site, and approximately
13 239,581 square feet of commercial / industrial business. Because
14 the level of development contemplated under this alternative
15 would not provide for comprehensive planning, this alternative
16 assumes that regional infrastructure improvements, such as water
17 quality, drainage, transportation, and sewer would not occur.

18 2. The No Project/Existing Plans and Entitlements Alternative would
19 reduce impacts to agricultural resources, short-term air quality,
20 land use/planning, libraries, population / housing, and some utility
21 services.

22 3. The No Project/Existing Plans and Entitlements Alternative would
23 have the same or similar impacts as the proposed project to with
24 respect to geology and noise from operational uses.

25 4. The No Project/Existing Plans and Entitlements Alternative would
26 have greater aesthetic, long-term air quality, biological resources,
27
28

1 cultural resources, hazard, hydrology/water quality,
2 transportation/traffic, recreation, and utilities (sewer) impacts.

3 5. The No Project/Existing Plans and Entitlements Alternative would
4 not be environmentally superior to the proposed project due to the
5 creation of new or additional significant impacts as compared to
6 the project and the lack of regional planning programs for
7 resources such as biology, water quality, drainage and
8 transportation that would be provided by the project.

9 6. The No Project/Existing Plans and Entitlements Alternative would
10 not meet the basic project objectives including the consolidation of
11 over 900 acres of conservation /open space; protection of the
12 Lakeview Mountains; and provision of comprehensive planning
13 through implementation of a specific plan and its design standards.

14 7. The No Project/Existing Plans and Entitlements Alternative would
15 not meet key project objectives such as protection of open space,
16 including the Lakeview Mountains, providing compact building
17 design and providing a range of housing opportunities and choices.
18 Although this Alternative avoids or reduces some of the
19 unavoidable impacts of the project, it would result in additional
20 impacts, and would not provide the regional benefits that would be
21 provided by the project, such as regional drainage, transportation,
22 open space and recreational improvements as compared to the
23 project.

24 8. For these reasons, the County finds that Alternative 2 while
25 feasible, does not meet key project objectives, is not
26 environmentally superior to the project, would result in additional
27 environmental impacts, would not provide the regional programs,
28

1 infrastructure improvements and benefits of the project, and
2 therefore from a policy standpoint of achieving regional benefits
3 such as achieving open space protection and providing for
4 comprehensive planning through a specific plan, rejects
5 Alternative 2.

6 C. Alternative 3: No Development north of Ramona Expressway Alternative

- 7 1. The No Development north of Ramona Expressway Alternative
8 would concentrate all proposed uses and south of Ramona
9 Expressway. All 11,150 dwelling units, all schools, parks, and
10 commercial areas would be located south of Ramona Expressway.
- 11 2. The No Development north of Ramona Expressway Alternative
12 would reduce impacts to agricultural resources, and some
13 paleontological resources due to the elimination of development
14 north of Ramona Expressway. Alternative 3 provides a 57 percent
15 reduction in impacted Prime Farmland as compared to the
16 proposed project.
- 17 3. Alternative 3 would eliminate residences north of Ramona
18 Expressway which would incrementally improve health risks to
19 future residents by removing those residences from proximity to
20 vehicular emissions from Ramona Parkway and would also
21 remove human habitation from proximity to the San Jacinto
22 Wildlife Area.
- 23 4. The No Development north of Ramona Expressway Alternative
24 would have the same or similar degree of impacts as the proposed
25 project with respect to aesthetics, air quality, cultural resources
26 south of Ramona Expressway, land use / planning, population /
27 housing, and utility services impacts associated with the project.
28

1 5. The No Development north of Ramona Expressway Alternative
2 would have a greater impact upon biological and archaeological
3 resources, since those resources north of Ramona Expressway
4 would not be preserved, as they would be impacted, either directly
5 or indirectly, from agricultural activities. The designation of 29
6 acres of permanent conservation acres north of Ramona
7 Expressway proposed by the project would not occur under this
8 Alternative 3, and therefore impacts to this area could occur due to
9 continuing agricultural operations north of Ramona. Those
10 cultural resources that would be protected by protection of the 29
11 acre conservation area proposed by the project would not be
12 similarly protected from potential impacts under this Alternative.
13 Additionally, the No Development north of Ramona Expressway
14 Alternative would have a greater impact from hazards and
15 hydrology, since the agricultural activities north of Ramona
16 Expressway would still be in use, and runoff from agricultural
17 activities would not be controlled in the manner proposed by the
18 project and could result in contamination of surface water and the
19 groundwater basin. Noise and transportation/traffic impacts would
20 be greater as well, since those impacts would be concentrated
21 closer to the existing rural community.

22 6. The No Development north of Ramona Expressway Alternative
23 would meet the basic goals and objectives of the project, with the
24 exception of some conservation of sensitive species located north
25 of Ramona Expressway.

26 7. Although the No Development north of Ramona Expressway
27 Alternative would reduce the above-referenced environmental
28

1 impacts, it is not considered to be environmentally superior to the
2 project as it cannot reduce to less than significant impacts to
3 agricultural resources and would result in some additional
4 significant impacts that the project mitigates or avoids (protection
5 of sensitive species and cultural resources and additional open
6 space by conservation of 29 acres north of Ramona Expressway).

7 8. No Development north of Ramona Expressway Alternative would
8 have the same amount of development within the project, but
9 concentrated in certain areas, and therefore, it is considered to be
10 economically feasible.

11 9. The County finds that Alternative 3 could attain a majority of the
12 project objectives and is feasible, and while it substantially reduces
13 the project's impact to agricultural resources by providing for the
14 continuation of agricultural operations north of Ramona
15 Expressway, it creates additional impacts to biological and cultural
16 resources and does not eliminate entirely the project's unavoidable
17 impacts to agricultural resources. While it also removes the
18 proximity of some residences to the San Jacinto Wildlife Area, the
19 Project's impacts to the San Jacinto Wildlife Area are reduced to
20 less than significant, and this Alternative would still bring in new
21 residents overall to the Lakeview/Nuevo area that would continue
22 to have indirect impacts on the San Jacinto Wildlife Area;
23 therefore this impact would not be substantially reduced or
24 avoided. On balance, the County finds that while some impacts
25 are reduced by this Alternative, other impacts, such as cultural
26 resources and biological resources, could be greater than the
27 proposed Project, and therefore, on balance the benefits of
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1 additional conservation and open space protection north of
2 Ramona provided by the project do not warrant adoption of this
3 alternative in favor of the proposed project.

4 D. Alternative 4: Reduced Density Alternative

- 5 1. The Reduced Density Alternative would reduce the total number
6 of residential dwelling units by proposing single-family residential
7 lots over the project site. This alternative includes 7,200 square-
8 foot lots over the majority of the site, except MWD properties, the
9 area the General Plan designates as "Conservation", the 100-year
10 flood plain, and the 27 larger lots which exist now in the Rural
11 Mountainous area of the Lakeview Mountains.
- 12 2. The Reduced Density Alternative would reduce impacts to long-
13 term air quality, traffic, noise, and utility services.
- 14 3. The Reduced Density Alternative would have the same or similar
15 degree of impacts as the proposed project with respect to
16 agricultural resources, short-term air quality (as the entire site is
17 assumed to be graded for development); hazards; land
18 use/planning; and noise impacts associated with the project.
- 19 4. The Reduced Density Alternative would have a greater impact
20 upon aesthetics due to the lack of comprehensive design standards,
21 and allowing development in the Lakeview Mountains viewshed;
22 agricultural resources (in the sense that no community garden
23 would be provided); biological, resources in that the Lakeview
24 Mountains and other conservation areas would not be protected;
25 cultural resources; hydrology/water quality due to the lack of
26 regionally-planned infrastructure to address runoff and
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1 contamination; and population/housing (the job/housing balance
2 would be worse).

3 5. The Reduced Density Alternative would not meet the basic goals
4 and objectives of the project, including consolidation of over 900
5 acres of open space and conservation areas consistent with the
6 MSHCP; comprehensive planning and design through
7 implementation of a specific plan; providing a mix of land uses
8 developed with compact building design and promoting
9 walkability.

10 6. Although the Reduced Density Alternative would reduce the
11 above-referenced environmental impacts, it is not considered to be
12 environmentally superior as compared with the proposed project in
13 that it would provide for development of the project site, including
14 areas that are set aside and protected by the project, such as the
15 Lakeview Mountains, in the typical suburban/sprawl development
16 pattern which does not promote compact building design or
17 walkability. Moreover, while certain impacts are reduced, very
18 few of the impacts can be avoided entirely and other impacts that
19 the project avoids or mitigates, such as aesthetics (protection of the
20 Lakeview Mountains viewshed), reduction in greenhouse gas, and
21 protection of biological and cultural resources in the Lakeview
22 Mountains would be increased with implementation of this
23 alternative. Because none of the impacts would be avoided in their
24 entirety, and because this alternative would not meet many of the
25 basic project objectives, and would not provide the benefits that
26 the project provides, such as comprehensive planning and open
27 space protection, on balance the benefits provided by the proposed
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1 project do not warrant adoption of this alternative in favor of the
2 proposed project.

3 E. Alternative 5: Light Industrial/Reduced Density Alternative

4 1. The Light Industrial / Reduced Density Alternative would
5 encompass the same development footprint as the proposed project
6 but would reduce the number of residences and increase the
7 commercial square footage to address the project's jobs/housing
8 balance. The alternative proposes 6,500 residential dwelling units
9 of densities ranging from 2-5 du/ac to 14-20 du/ac, and 3,200,000
10 square feet of commercial/office/light industrial uses located on
11 approximately 192 acres north of Ramona Expressway.
12 Alternative 5 also proposes 969 acres of conservation in the
13 Lakeview Mountains and 29 acres of conservation in the
14 floodplain. Approximately 166.5 acres in the eastern portion of
15 the project site would be used for agricultural and would provide
16 separation between the City of San Jacinto and the project site.

17 2. The Light Industrial/Reduced Density Alternative would reduce
18 impacts to agricultural resources, long-term air quality, land
19 use/planning (retaining agriculture on the eastern portion of the
20 project site and the northern edge north of Ramona Expressway),
21 noise, jobs/housing balance, transportation/traffic, and utilities
22 (water and sewer) associated with the project.

23 3. The Light Industrial / Reduced Density Alternative would have the
24 same or similar degree of impacts as the proposed project with
25 respect to aesthetics (with regards to the Lakeview Mountains and
26 the loss of open land to urban use), short-term air quality impacts,
27 biological resources, cultural resources, short-term noise impacts,
28

1 fee-based local parks, and utilities (electric and gas) associated
2 with the project.

3 4. The Light Industrial/Reduced Density Alternative would have a
4 greater impact upon aesthetics (with regards to the taller buildings
5 north of Ramona Expressway), long-term air quality, including
6 increased toxic air contaminants due to additional truck traffic,
7 hazards, hydrology and water quality (due to continued untreated
8 agricultural runoff), land use/planning (the area north of Ramona
9 Expressway would be inconsistent with the General Plan)
10 recreation (with regards to regional facilities), transportation/traffic
11 (with regards to key roadway improvements), and utilities (solid
12 waste) impacts associated with the project.

13 5. The Light Industrial/Reduced Density Alternative would meet
14 project objectives associated with conservation and the
15 development of residential uses, but would be inconsistent with the
16 basic goals and objectives of the project in that the development of
17 an office/light industrial complex was not an objective of the
18 proposed project.

19 6. From an environmental perspective, on balance the Light
20 Industrial/Reduced Density Alternative would reduce only one
21 unavoidable significant impact of the project (the LOS of Ramona
22 Expressway between Bernasconi Road and Reservoir Avenue) and
23 would reduce, but not avoid or reduce to less than significant,
24 other unavoidable adverse impacts of the project such as the loss
25 of agricultural resources, air quality, noise and cultural resources.
26 Alternative 5 would also result in additional impacts that are
27 mitigated by the project, such as aesthetic impacts of views of the
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1 Bernasconi Hills, water quality and biological resource impacts
2 resulting from untreated agricultural runoff, increased truck traffic
3 and toxic air contaminants, and fewer regional recreational and
4 public service (library) facilities.

5 7. The feasibility of the Light Industrial/Reduced Density Alternative
6 depends on the demand for light industrial-zoned land in this
7 particular area. Currently, demand for light industrial uses are
8 being met by the development of industrial uses along the I-215
9 and SR-60, as well as the I-10 in the Banning/Beaumont area. In
10 order for light industrial development to be feasible, Ramona
11 Expressway would have to be improved to a freeway to
12 accommodate greater truck traffic, SR 79 would have to be
13 improved to a freeway to connect Ramona Expressway to I-10,
14 and the existing and planned industrial areas along the three
15 freeway corridors mentioned above would have to be absorbed by
16 market demand before industrial uses proceed to the
17 Lakeview/Nuevo area. At current projections, it is not anticipated
18 that those three items would occur for decades. Therefore, this
19 alternative is considered to be infeasible in terms of not being
20 capable of being accomplished in a successful manner within a
21 reasonable period of time.

22 8. The County finds that while Alternative 5 meets many of the
23 project objectives, and would reduce only one unavoidable adverse
24 impact of the project. It would on balance be similar in terms of
25 environmental impacts of the project in that it would reduce some
26 impacts, but create additional impacts. The fact that given current
27 market conditions with existing and entitled industrial areas
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1 already available for development, the need to locate industrial
2 development along major transportation corridors, and the current
3 physical limitations of the site (not being adjacent to an existing
4 freeway), this alternative is not feasible from a land use
5 development perspective in that there is no indication that it can be
6 successfully accomplished within a reasonable period of time, as
7 compared to the proposed project.

8 E. Alternative 6: Low Carbon Alternative

- 9 1. The Low Carbon Alternative, described in the Annotated Draft
10 EIR at page 8.0-58, consists of the proposed project, but considers
11 incorporation of additional measures and project design
12 considerations that have been included in a list of measures
13 suggested by the California Attorney General to reduce
14 greenhouse gas (GHG). The additional measures to address GHG
15 are: installation of vegetated roof that covers at least 50% of the
16 roof area on commercial buildings; provision of electric lawn
17 mowers to the first homeowner of each residence; and inclusion of
18 an electric vehicle charging station at the public community center
19 and/or commercial center.
- 20 2. The Low Carbon Alternative would generally have the same or
21 similar impacts as the proposed project, with the exception of
22 cumulative climate change which would be less than the project in
23 that this alternative is designed to reduce the "carbon footprint" of
24 the proposed project by reducing GHG emissions.
- 25 3. The Low Carbon Alternative would, however, have the effect of
26 potentially increasing electricity use by shifting and encouraging
27 use of electric-powered lawn care machines, and by encouraging
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1 the use of more water to maintain the vegetated roofs which would
2 require increased pumping of water from imported sources. As a
3 result of these two features, the project's electricity usage and
4 water usage could be greater than the proposed project.

5 4. Alternative 6 would substantially meet all of the project objectives
6 as it generally does not change the proposed project except to
7 incorporate several measures to further reduce GHG emissions.

8 5. The Low Carbon Alternative would lessen, but not avoid or even
9 substantially result in a reduction to less than significant, of one
10 unavoidable project impact: cumulative impacts to climate
11 change. The extent of the reduction, however, has not been
12 quantified, but although the measures incorporated into Alternative
13 6 would lessen GHG emissions, as noted in the analysis of
14 Alternative 6, two of the measures could result in the increase in
15 energy consumption as it relates to electricity as these measures
16 would result in a shift towards electric-powered lawn equipment;
17 electric vehicles; and additional water for the vegetated roofs
18 which may require additional electricity to power pumps to
19 provide water.

20 6. Similar to the proposed project, Alternative 6 is projected to
21 reduce its GHG emissions by more than 28.3% below "business as
22 usual;" however, as with the proposed project, adoption and
23 implementation of measures to achieve the goals set by AB 32 are
24 within the responsibility and control of other public agencies, and
25 not the project alone. As a result, so long as any additional GHG
26 emissions are produced by a project, the County must find that the
27 project's GHG emissions are cumulatively considerable and
28

1 significant based upon the need for third party agency regulatory
2 action. In this regard, the findings of the County with respect to
3 Alternative 6 are the same as for the proposed project.

4 F. Alternative Site.

- 5 1. In addition to the Alternatives considered in the Draft EIR and the
6 Annotated Draft EIR, a number of potential alternatives were
7 considered, but rejected from more detailed analysis and
8 consideration in the Draft EIR. Development of the project on
9 alternative sites was considered but rejected for the reasons set
10 forth in the Draft EIR at pages 8.0-9 to 8.0-10.
- 11 2. One of the alternative sites considered but rejected was on land
12 located south and west of the Villages of San Jacinto and Gateway
13 projects in the City of San Jacinto. The existing condition of this
14 land is agricultural with existing dairies and scattered commercial
15 and residential uses.
- 16 3. Development of the proposed project on this alternative site would
17 not reduce the significant, unavoidable impacts of the proposed
18 project. Many potentially significant adverse impacts of the
19 project would still occur under this alternative. Conversion of
20 agricultural resources would still result from development on this
21 alternative site, and would be similar to or perhaps even greater
22 than the proposed project. Potential traffic, air quality and noise
23 impacts would be similar to the proposed project.
- 24 4. Although this alternative site would locate development further
25 from the San Jacinto Wildlife Area, the project's impacts on the
26 Wildlife Area has been reduced to less than significant through
27 mitigation, and indirect biological impacts would still remain even
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1 under this alternative because development of the project on this
2 alternative site would still result in a large influx of people into the
3 area, thereby indirectly impacting the biological resources of the
4 area.

5 5. In addition, the availability of acquiring the land for development
6 has not been determined to be feasible, and so the ability to
7 implement this alternative is of questionable feasibility as it could
8 not be implemented or accomplished in a successful manner within
9 a reasonable period of time. Moreover, development in the City of
10 San Jacinto would not achieve the County's vision of seeing
11 comprehensive planned development consistent with the goals and
12 objectives of the RCIP General Plan occur within the County.
13 From a policy standpoint, development in another jurisdiction,
14 would not achieve the County's goals and would not provide the
15 County with the same benefits as the proposed project.

16 6. The evaluation of other alternative sites was set forth in the Draft
17 EIR at Section 8.0. Because an objective of the Project was to
18 build in this area of Riverside County, the County considered
19 alternative sites within the unincorporated County areas within the
20 Lakeview Nuevo Area Plan and adjacent to the cities of San
21 Jacinto and Perris. No sites large enough for this Project were
22 identified. Comments have suggested that the County should have
23 considered development of the proposed Project closer to
24 developed, urban areas such as the cities of Moreno Valley,
25 Corona or Riverside; however, as an objective of the Project was
26 to develop in accordance with the County's General Plan,
27 development within these incorporated cities would not
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1 accomplish an objective of the Project and would be infeasible as
2 the County does not have land use authority of land within any of
3 these cities. In addition, development on unincorporated areas
4 adjacent to these three cities would not accomplish the objective of
5 providing for a comprehensive land development proposal in this
6 area of the County and therefore was not further examined or
7 considered.
8

9 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has balanced the
10 specific economic, legal, social, technological and other benefits of the proposed project,
11 including Specific Plan No. 342, against the unavoidable adverse environmental effects
12 identified in EIR No. 471, and has determined that the following benefits and considerations
13 outweigh and render acceptable those adverse environmental effects of the project, each of which
14 standing alone is sufficient to support approval of the Project, and explains that the unavoidable
15 environmental effects are considered acceptable, in accordance with CEQA Section 21081(b),
16 and **ADOPTS THE FOLLOWING STATEMENT OF OVERRIDING**
17 **CONSIDERATIONS:**

18 1. *Accommodation of a Greater Share of the Ramona Expressway Alignment*
19 *within The Villages Of Lakeview Which Expedites Right-of-Way Acquisition and Saves*
20 *County Acquisition Costs.* The Ramona Expressway (Ramona) is currently a two-lane road that
21 traverses The Villages Of Lakeview project site. The County plans to widen and improve the
22 Ramona Expressway. Generally, the current Ramona right-of-way is 142 feet ("Existing ROW").
23 The County intends to widen Ramona to an ultimate right-of-way of 220-feet – requiring an
24 additional 78 feet of right-of-way. The Villages Of Lakeview provides a benefit to the County
25 by designing the project such that it accommodates a greater portion of the Ramona Expressway
26 right-of-way within the project site. Through a traditional road widening process, the widening
27 would straddle the centerline of the road and would require the acquisition of land both north and
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1 south of the current two-lane roadway, meaning 39 feet from the north side and 39 feet from the
2 south ("Traditional ROW"). In order to expedite the widening of Ramona, The Villages Of
3 Lakeview has been designed to accommodate more than the Traditional ROW on its property.
4 Most of the additional 78-feet of right-of-way will be located within the project site and provided
5 by The Villages Of Lakeview . In other words, through the Traditional ROW process, The
6 Villages Of Lakeview would provide its 39 feet half-width (approximately 18.7 acres). Since
7 The Villages Of Lakeview is allowing most of the 78 feet to fall within its property, The Villages
8 Of Lakeview is providing another 13.0 additional acres.

9 The County and public will benefit by The Villages Of Lakeview's willingness to
10 accommodate the alignment of Ramona and providing The Villages Of Lakeview property for
11 the needed right-of-way expansion because: (1) the accommodation reduces the number
12 of parcels potentially affected by the acquisition of right-of-way by the County (and/or the
13 Riverside County Transportation Commission) and saves the County time and money that would
14 otherwise be used for the acquisition of right-of-way from the potentially affected parcels; (2) the
15 relocation of this segment of Ramona onto The Villages Of Lakeview property allows existing
16 businesses (farms, dairies, restaurant, downtown Lakeview, etc.) to remain in place
17 and eliminates the need to acquire right-of-way from these properties; and (3) if any land cannot
18 be acquired by mutual agreement, the County would have to initiate condemnation proceedings
19 which could delay the widening of Ramona and is avoided by The Villages Of Lakeview
20 accommodation.

21 The Villages Of Lakeview's accommodation of the widening of Ramona on its property
22 also provides the following additional benefits associated with the preservation of existing
23 roadways as future frontage roads, as follows:

- 24 • It allows two existing roads to remain in place as frontage roads so they can
25 continue to be used for local circulation. Keeping local circulation functioning is
26 critical to the success of Mid-County Parkway if and when it begins to reduce the
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1 number of access points to Ramona. Retaining the frontage roads also minimizes
2 impacts to existing downtown Lakeview businesses.

- 3 • It allows the existing two-lane roadway to be preserved in place and incorporated
4 into the widened Ramona which results in a cost-savings because it minimizes the
5 amount of new roadway that would have to be constructed for Ramona and the
6 amount of roadway redesign that might be required if and when the Mid-County
7 Parkway is constructed.

8 2. *Financial Savings Attributable to Accommodation of the Ramona Expressway.*

9 The County (and/or RCTC) will realize substantial cost savings attributable to design and
10 construction costs of the widening of Ramona Expressway because the project has been designed
11 to accommodate the alignment of the Ramona Expressway within the project footprint. This cost
12 savings is due to the fact that incorporating the Ramona Expressway right-of-way within the
13 project site allows the County to preserve the existing two lanes of Ramona which avoids the
14 costs of having to re-construct these lanes.

15 3. *The Villages Of Lakeview's Accommodation of the Ramona Expressway on the*
16 *Project Site Minimizes Costs for Mid-County Parkway Construction.* The project's early
17 design work and consultation with the County and RCTC regarding the County's proposed
18 improvements to Ramona Expressway – and incorporation of the alignment, configuration and
19 design of the Ramona Expressway into The Villages Of Lakeview's project footprint – will
20 provide cost-savings for RCTC when it implements the Mid-County Parkway as it will minimize
21 the number of facilities (e.g., roads) that will have to be demolished or replaced in its entirety by
22 the Mid-County Parkway project.

23 4. *Accommodation of Right-of-Way Acreage for Grade Separations.* In the event
24 grade separations are needed, the project has been designed to accommodate the rights-of way
25 for the grade separations as part of the Ramona Expressway improvements. The rights-of-way
26 for the grade separations requires approximately 25 acres.

1 5. ***Formation and Participation in Regional Transportation Funding to Augment***
2 ***TUMF.*** The Villages Of Lakeview has coordinated a regional planning effort to help facilitate
3 creation of a Road and Bridge Benefit District to fund needed regional transportation
4 improvements. In so doing, The Villages Of Lakeview contributed seed money to initiate the
5 planning effort (e.g., traffic studies) that the County used in its analysis that will lead to the
6 creation of the RBBD. The early funding of this effort provides a benefit to the public by
7 creating a mechanism to help fund needed circulation improvements.

8 6. ***Conservation of Open Space Consistent with MSHCP Implementation.*** The
9 Villages Of Lakeview has been designed to avoid, conserve and dedicate a total of 968 acres of
10 habitat areas which results in the preservation of at least 90% of the on-site sensitive biological
11 resources deemed to have long-term conservation value such as vernal pools, wetlands, and LA
12 pocket mouse habitat. Over 900 acres of this conserved habitat area is a consolidated block of
13 open space that is located in the Lakeview Mountains. The conservation of this area in a
14 consolidated block could not have occurred but for the acquisition and conservation of this open
15 space by The Villages Of Lakeview. Without The Villages Of Lakeview conservation
16 component, the County would have had to acquire these areas in a piecemeal fashion as
17 development is proposed, meaning legal lots exist in the Lakeview Mountains, which could have
18 resulted in greater fragmentation of open space and the inability to acquire a consolidated area
19 that greatly enhances habitat productivity and allows for better and more efficient management
20 of the area.

21 7. ***Provide a 1,500'-wide Wildlife Corridor.*** The MSHCP designates a portion of
22 Proposed Constrained Linkage 20 within The Villages Of Lakeview property to link the
23 Lakeview Mountains with the San Jacinto Wildlife Area north of Ramona Expressway. The
24 County conditioned the project to provide a 1,000-foot wide wildlife corridor. In order to
25 enhance the use of this corridor to promote linkage and wildlife movement, the project will
26 dedicate an additional 500 feet of width (approximately 3 acres) and incorporates the design of a
27 1,500-foot wide wildlife corridor into the project land use plan.
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1 8. ***Provide a Significant Buffer to the San Jacinto Wildlife Area.*** The project has
2 been designed to provide a 500-foot greenbelt buffer between homes and the San Jacinto
3 Wildlife Area managed by the Department of Fish and Game. This area comprises 145 acres of
4 the project site. This area will be developed with passive recreational uses, natural open space
5 and water quality and drainage facilities which provides a separation between areas of
6 development and the Wildlife Area to allow for compatibility with the continued operations of
7 the Wildlife Area. The Wildlife Area is managed for recreational uses as well as wildlife and
8 habitat protection. Although the Department manages entry to the Wildlife Area, because of its
9 size, unauthorized access has occurred. The buffer will assist the Department of Fish and
10 Game's management efforts by discouraging unauthorized access (pedestrian, domestic animal,
11 and vehicular) into the Wildlife Area.

12 9. ***Provide a Variety of Housing Opportunities within the County Consistent with***
13 ***the RCIP Vision Statement.*** Despite and in part due to the current economic conditions, housing
14 remains a critical issue in the State and region. The population of Riverside County is still
15 expected to increase and double by the year 2020 and providing a range of housing opportunities
16 for households with a variety of income levels to address the needs of new residents in areas that
17 are (1) close to transportation corridors; (2) close to schools and community facilities; (3) close
18 to employment opportunities; (4) close to retail and commercial uses and consistent with the
19 following provisions of the RCIP Vision Statement:

- 20 • The idea that growth should not be forestalled but accommodated with quality
21 development; and
- 22 • That population growth is inevitable and therefore should be focused where it can
23 best be accommodated.

24 The range of housing opportunities that will be provided by the project within the various
25 villages that comprise The Villages of Lakeview project will help the County accomplish these
26 goals of its Vision Statement. The project is designed to allow County residents to "age in
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1 place” by providing a variety of housing opportunities and amenities within one community to
2 serve all ages of the resident population.

3 Elements of the project that create “communities of excellence” as contemplated in the
4 RCIP Vision Statement include project design elements that encourage less automobile use and
5 promote walkability. In that regard, the project includes: 1) a transit center, which is a park-and-
6 ride lot with a bus stop opportunity that could connect to train stations along the new Perris
7 Valley Line (Metrolink extension to Perris); 2) a community vehicle provided by the
8 Homeowners’ Association (“HOA”) for resident transport; 3) priority parking for High
9 Occupancy Vehicles and Rideshare vehicles as well as bicycle parking; and 4) an outreach
10 program to aimed at informing residents about opportunities to walk, hike, bike, carpool and use
11 public transportation. In an effort to provide and promote a walkable community, The Villages
12 of Lakeview land plan contains a 32-mile network of bicycle lanes, trails and paseos that create a
13 walkable community. To promote a walkable community, the project will plant as many as
14 50,000 trees, many of which will provide shade along the 32-mile network. Many of these trees
15 will be grown locally at the proposed onsite tree farm. Many of these trees will be established
16 through the “Tree at Closing” initiative, where each new homeowner will be provided a tree by
17 Nuevo Development Corporation at closing.

18 10. *Design an Energy Efficient Community that Promote “Green Building”*
19 *Components.* In addition to its emphasis on a mix of uses and housing opportunities, The
20 Villages of Lakeview is designed as a sustainable and green community that provides the
21 benefits of promoting energy efficiency and resource conservation that will combine to reduce
22 the project’s greenhouse gas emissions relative to a “Business As Usual” scenario, as follows:

- 23 • *Compact Building Design.* Because of the planning opportunity it presents, the
24 project will create a new sustainable community utilizing Compact Building
25 Design. Compact Building Design will ensure The Villages of Lakeview can
26 make significant contributions to County transportation efforts and conservation
27 efforts (Multiple Species Habitat Conservation Plan).

- 1 • ***Establishment of a “Green Design” Initiative in the County.*** The Villages of
2 Lakeview includes a component referred to as, “Lakeview Green Design.”
3 Beyond reducing the project’s own greenhouse gas emissions and carbon
4 footprint, this project element provides benefits by educating not only the project
5 residents, but surrounding residents in the community about sustainability and
6 resource conservation programs and measures that could be implemented in their
7 own homes and communities, and provides programs that could be developed
8 elsewhere throughout the County to help reduce greenhouse gas emissions.
- 9 • ***Use Water Efficiently.*** The project proposed a few elements that not only
10 inherently use water efficiently, but also encourage homeowners to use water
11 efficiently. A demonstration garden will be constructed to educate the community
12 on drought-tolerant, California-appropriate trees, shrubs, grasses and irrigation
13 techniques. To minimize runoff and evaporation and maximize water to the root,
14 smart irrigation systems (satellite systems or computerized systems that employ
15 moisture, rain and temperature gauges), drip irrigation systems, mulch, and plant
16 techniques (e.g., grouping plants of similar water use to reduce over-watering)
17 will be utilized. Where professional management is available, such as an HOA,
18 recycled water will be used in residential front yards and backyards. On
19 conventional single-family detached lots, the design standards in The Villages of
20 Lakeview Specific Plan require that turf will be limited to 33% of the landscape
21 area in an effort to reduce potable water demand.
- 22 • ***Use Energy Efficiently.*** The Villages of Lakeview has a number of development
23 standards designed to use energy efficiently. There is a requirement for
24 residential and public buildings to exceed the 2007 California Energy Code Title
25 24 by 35%. There is a requirement to install Energy Star-rated appliances if
26 offered by the homebuilders. Public buildings are required to be installed with
27 solar panels or other renewable energy generating technology. Homebuilders are
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1 also required to offer solar panels or other renewable energy generating
2 technology as part of an option program. Street lights will use energy-efficient
3 lighting. Even landscaping will be encouraged as a tool to reduce energy
4 consumption, such as placing deciduous trees in front of a south-facing wall to
5 naturally cool the house during the summer and allow sunlight in during the
6 winter.

7 11. ***Provide Affordable Housing Opportunities.*** Even though the County does not
8 have an affordable housing requirement, the project will provide affordable housing units for
9 very low (earning 50% or less of the County median income), low (earning 80% or less than the
10 County median income) and moderate (earning 120% or less of the County median income)
11 income levels. A portion of the affordable units will be age-restricted (over 55) for seniors.

12 12. ***Implementation of Drainage Improvements to Remove Existing Development***
13 ***from Flooding.*** TVOL will implement a portion of the Lakeview-Nuevo Area Drainage Plan
14 (Amendment No. 4 adopted April 6, 1993). Under existing conditions, the Lakeview Dam is not
15 connected to the Nuevo Channel. Consequently after a storm event, when storm water leaves the
16 dam, property downstream of the dam floods, including many existing homes and portions of
17 TVOL. TVOL will construct a pipe between the dam and the channel, thus removing the
18 property downstream of the dam from flooding including many existing homes.

19 13. ***Construction of Water Quality Improvements that Treat Off-site Runoff Prior***
20 ***to Entering the San Jacinto River.*** TVOL proposes to construct a water quality basin in the
21 northwest portion of TVOL project site that will capture and treat runoff from on-site generated
22 runoff before the runoff is discharged into downstream receiving water bodies. The water
23 quality basin will also capture runoff generated in both developed and undeveloped off-site
24 upstream areas that are tributary to the basin. The water quality basin has been sized to
25 accommodate these off-site upstream areas. This offsite runoff is currently untreated and flows
26 directly into storm drains or the San Jacinto River. With implementation of the project, existing
27 off-site, untreated runoff will be captured and treated before it is discharged thereby providing
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1 area-wide improvements to water quality that extend beyond the project's runoff. The project
2 also improves water quality by naturally decomposing organic-rich soil from the project site,
3 thereby substantially reducing the risk that rain water will carry nitrates into the underlying
4 groundwater and through the provision of drainage facilities that will better contain and direct
5 stormwater flows. This last provision is accomplished through the elimination of the McAnally
6 poultry ranch.

7 14. ***Promote Infiltration and Groundwater Recharge.*** While the traditional method
8 of constructing drainage channels is to build concrete-lined channels with steep sides, these
9 traditional-design channels do not allow for infiltration of storm water and groundwater
10 recharge; often create downstream erosion conditions; eliminate wildlife use; and are not
11 aesthetically attractive. In place of the traditional concrete-lined channels, TVOL will construct
12 four (4) miles of unlined drainage channels, and will remove five (5) miles of concrete curb and
13 gutter and replacing it with vegetated roadside swales and median swales. These unlined
14 channels will promote infiltration and groundwater recharge, will be more aesthetically
15 attractive, will provide corridors that can use used by wildlife, and will minimize the velocity of
16 runoff and minimize erosion downstream.

17 15. ***Construction of a Sanitary Sewer trunk line That Provides Off-site Benefits.***
18 TVOL's proposed infrastructure plans include construction of a new sewer trunk line that will
19 extend from the existing manhole at Pico and Nuevo Roads to Lakeview Avenue through the
20 existing community. Although the main function of the new sewer line is to connect to TVOL
21 sewer lines, the installation of the sewer trunk line will have the beneficial effect to allowing
22 existing properties not connected to a sanitary sewer to connect.

23 16. ***Construction of Regional-Serving Lift Station That Provides Off-site Benefits.***
24 TVOL's proposed infrastructure plans include construction of a new lift station. Although the
25 main function of the new lift station is to serve TVOL, the installation will have the beneficial
26 effect to allowing other existing properties to connect, mainly the Nutrilite plant.

1 17. ***Construction of Recycled Water Facilities That Provides Off-site Benefits.***

2 TVOL will provide, without charge, a recycle water tank site that will enable EMWD to
3 pressurize and stabilize their recycled water system thus dramatically improving the reliability to
4 their existing customers. TVOL is proposing to install recycled water lines to minimize use of
5 potable water. The installation of recycled water infrastructure on-site has the beneficial effect
6 of allowing nearby off-site areas to extend recycled water, if they so choose, to minimize use of
7 potable water and help achieve greater levels of water conservation.

8 18. ***Construction of Public Facilities With Regional Benefits.*** Under current

9 County procedures, a developer may be conditioned by the County to pay various fees to help
10 fund public facilities such as libraries and community centers. However, where fees are
11 imposed, the County must collect and hold the fees until sufficient funds are collected to
12 construct the needed facilities. In lieu of paying fees, TVOL is proposing to build and dedicate
13 to the County \$32 million worth of public facilities which provides the benefit of having these
14 facilities constructed and opened far sooner than if the County had to collect the fees and build
15 them as a County project. The list of planned public facilities includes the following which will
16 be open to the public and provide regional benefits beyond servicing the needs of the project and
17 the residents itself:

- 18 • Construct 20,000 square foot of public library and dedicate land sufficient to
19 allow future expansion that would permit doubling the size of the library square footage;
- 20 • Construct 40,000 square foot of public community center in two phases and
21 dedicate additional land for a third phase expansion of the center;
- 22 • Construct miles of off-site trails per Lakeview-Nuevo Design Guidelines; and
- 23 • Construct three monuments per the Lakeview-Nuevo Design Guidelines.

24 19. ***Formation and Participation in Regional Community Facility Funding to***
25 ***Augment County Development Impact Fee program.*** The Villages of Lakeview provided seed
26 money and coordinated a regional planning effort to help the County in its efforts to create a
27 Community Facility Fee Program to fund needed regional public community facilities. Once
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1 established, The Villages of Lakeview intends to participate in the program by constructing
2 facilities, such as the public community center and library. The program will provide additional
3 funding that will supplement the County Development Impact Fee program to provide regional
4 public community facilities such as a library and public community center.

5 20. *Establish a \$1 Million Community Reinvestment Fund.* The Master Developer
6 has committed to establish a \$1 million community reinvestment fund that will provide services
7 to the greater Lakeview-Nuevo community. The Master Developer will contribute up to a
8 maximum of \$100,000 per year. The community reinvestment fund will be managed by the
9 Lakeview Community Service Organization. To ensure the total \$1 million community
10 reinvestment fund is established and fully funded, the project shall provide an annual report to
11 the Planning Director no later than March 31 of each year. The annual report sets forth the
12 current balance of funding; the financial contribution made by the Master Developer in the prior
13 year; and the community services provided in the prior year. The first annual report shall be
14 submitted within fifteen (15) months after the issuance of the 1st building permit.

15 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Specific Plan 342 will
16 implement applicable elements of the Riverside County General Plan as follows:

17 A. Land Use Element

18 The project would set forth a comprehensive development plan that would implement
19 the objectives and development goals of the General Plan Land Use Element for the
20 project site and surrounding area. With the approval of the General Plan Land Use
21 Amendment No. 720 the County finds that the project is consistent with the General
22 Plan Land Use Element.

23 B. Circulation Element

24 EIR No. 471 for Specific Plan 342 assesses the full range of concerns with
25 regards to the projected traffic and circulation impacts associated with the
26 project. Development of the project would help complete the improvements
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1 necessary for completion of the County's General Plan buildout traffic model,
2 and the project applicant would contribute on a fair-share basis to the cost
3 these improvements. Specifically, the project applicant would contribute its
4 fair share of the costs associated with the construction of signalization
5 intersections, the widening of certain roads, the improvement of certain
6 intersections and the construction of additional turn lanes. All of these
7 improvements are necessary for the roadway infrastructure contemplated by
8 the buildout of the County's General Plan. The EIR provides mitigation
9 measures for most of the potentially significant traffic impacts, and those that
10 require overriding findings will not impact the project's consistency with the
11 County's General Plan build-out traffic model. Based thereon, with the
12 approval of the General Plan Circulation Element Amendment No. 721 the
13 County finds that the project is consistent with the General Plan Circulation
14 Element.

15 C. Multi-Purpose/Open Space Element

16 The project would provide an integrated community that is sensitive to the
17 natural environment of the project and surrounding areas, preserves valuable
18 surrounding rural character, preserves over 900 acres of open space through
19 MSHCP dedication, provides five acres per thousand of park space that will be
20 open to the public, and creates pleasing and significant open space amenities
21 for the project residents. The project would also incorporate extensive multi-
22 modal connectivity within the community, as well as connectivity to the
23 existing and future regional trail system through an extensive system of
24 pedestrian and multiuse paths and trails. As such, the County finds that the
25 project is consistent with the General Plan Multi-Purpose/Open Space
26 Element.

27 D. Safety Element
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1 The Safety Element of the County's General Plan provides specific goals and
2 policies regarding seismic hazards, slope and soil instability hazards, flood and
3 inundation hazards, fire hazards, hazardous waste and materials, and disaster
4 preparedness, response, and recovery. The County finds that the EIR for
5 Specific Plan 342 analyzes each of these areas and provides sufficient mitigation
6 measures, where necessary, and that the project otherwise complies the General
7 Plan's Safety element.

8 E. Noise Element

9 EIR No. 471 for Specific Plan No. 342 assesses the full range of concerns with
10 regards to the projected noise impacts associated with the project. The EIR
11 provides mitigation measures for most of the potentially significant noise
12 impacts, and requires an overriding finding for the ambient noise level increase
13 which does not present an inconsistency with the Noise Element. Based
14 thereon, the County finds that the project is consistent with the General Plan
15 Noise Element.

16 F. Housing Element

17 The project promotes the Housing Element goal of providing a wide selection
18 of housing, including higher density development, that is decent, safe, sound,
19 in proximity to jobs, major roadway corridors, and daily activities, and which
20 varies by location, type, design, and price. In addition, the project provides
21 housing and recreational amenities that are uniquely designed to meet the
22 needs of project's residents. Conditions of approval require affordable
23 housing requirements above and beyond those required by the County General
24 Plan Housing Element. Based thereon, the County finds that the project is
25 consistent with the General Plan Housing Element.

26 G. Administration

1 The project would provide specific time frames (phases) for development and
2 would not project a significant adverse impact on County services at project
3 build-out.

4 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following General
5 Plan policies are pertinent to Specific Plan No. 342 (The Villages of Lakeview), and the Board
6 has determined that the Project is consistent with the General Plan, and these General Plan
7 Policies:

8 A. Air Quality Element Policies

9 4.7. To the greatest extent possible, require every project to mitigate any of its
10 anticipated emissions that exceed allowable emissions as established by
11 the SCAQMD, MDAQMD, SOCAB, the Environmental Protection
12 Agency, and the California Air Resources Board. The project is located
13 within the jurisdiction of the South Coast Air Quality Management
14 District (SCAQMD). The air quality section of the EIR requires that the
15 project comply with the requirements set forth by the SCAQMD, the
16 Environmental Protection Agency, and the California Air Resources
17 Board and proposed to mitigate, the greatest extent possible, project
18 related emissions.

19 5.1. Utilize source reduction, recycling, and other appropriate measures to
20 reduce the amount of solid waste disposed of in landfills. The project will
21 participate in the County's recycling program.

22 8.2. Emphasize job creation and reductions in vehicle miles traveled in job-
23 poor areas to improve air quality over other less effective methods. The
24 proposed project includes a mixed-use commercial center which will
25 create jobs and concentrate growth around the center which will help
26 reduce vehicle miles traveled.

1 8.4. Support new mixed-use land use patterns and community centers which
2 encourage community self-sufficiency and containment, and discourage
3 automobile dependency. The Lakeview/Nuevo area is a rural area of
4 Riverside County which currently has no multi-modal transportation
5 opportunities currently available to its residents. The Villages of
6 Lakeview's more urban densities will be developed along Ramona
7 Expressway which is a major transportation corridor (future CETAP Mid-
8 County Parkway) that could encourage the development of future bus
9 routes to the area, including buses from the project site to the planned
10 Metrolink Perris Valley commuter rail line to be located adjacent to the I-
11 215. The proposed Villages of Lakeview Specific Plan offers a mix of
12 residential/commercial services with the commercial portion of the project
13 that residents will be able to access either by bike or foot, reducing their
14 reliance on automobiles. The Villages of Lakeview also requires a Park
15 and Ride lot to be developed in the Resort Village in the first phase of
16 development.

17 B. Circulation Element Policies

18 1.2 Support development of a variety of transportation options for major
19 employment and activity centers including direct access to transit routes,
20 primary arterial highways, bikeways, park-n-ride facilities, and pedestrian
21 facilities. The project includes a trail system. This system will include a
22 combination of greenbelts with linkages and sidewalks located adjacent to
23 roads and within roadway paseos. It will incorporate trails for pedestrians,
24 bicyclists, and equestrians in the form of an integrated system of hard-and
25 soft-surface trails. The trail system will promote non-vehicular access to
26 on-site recreational areas as well as to the elementary schools and the
27 Town Center Village. Additionally, the planning and development
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1 objectives for THE VILLAGES OF LAKEVIEW are based upon Smart
2 Growth Principles. There are ten Smart Growth Principles to which the
3 project has created objectives and goals specific to the project. Principles
4 include transportation related objectives and goals for the project.

5 1.5 Evaluate the planned circulation system as needed to enhance the arterial
6 highway network to respond to anticipated growth and mobility needs.

7 The Traffic Study analyzed three circulation scenarios and are presented in
8 this analysis as “Base Case,” “Alternative 1,” and “Alternative 2.” The
9 “Base Case” scenario is an evaluation of project-related and cumulative
10 projects’ traffic impacts with respect to the current County of Riverside
11 General Plan Circulation Element.

12 1.7 Encourage and support the development of projects that facilitate and
13 enhance the use of alternative modes of transportation, including

14 pedestrian-oriented retail and activity centers, dedicated bicycle lanes and
15 paths, and mixed-use community centers. The project design concept is
16 that of a pedestrian-friendly lifestyle which includes trail systems located
17 throughout the project area that connect schools, services, goods, parks,
18 trailheads and the mixed-use Town Center Village.

19 2.1 Maintain the following countywide target Levels of Service: LOS “C”
20 along all County maintained roads and conventional state highways. As

21 an exception, LOS “D” may be allowed in Community Development
22 areas, only at intersections of any combination of Secondary Highways,
23 Major Highways, Arterials, Urban Arterials, Expressways, conventional
24 state highways, or freeway ramp intersections. LOS “E” may be allowed
25 in designated community centers to the extent that it would support
26 transit-oriented development and walkable communities. The project has
27 been analyzed in the Traffic Study to meet the required LOS standards for
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1 the various roadway types located within the project's sphere of influence.
2 Where the LOS standards are expected to be exceeded, mitigation has
3 been included that would reduce it to below the required levels. In cases
4 where the standard cannot be met, an override will be necessary.

5 2.2 Apply level of service standards to new development via a program
6 establishing traffic study guidelines to evaluate traffic impacts and identify
7 appropriate mitigation measures for new development. The traffic
8 analysis uses the Level of Service (LOS) system of categorization to
9 evaluate the project area roadway intersections. Traffic engineers use this
10 LOS system of categorization to describe how well an intersection or
11 roadway is functioning. The LOS measures several factors including
12 operating speeds, freedom to maneuver, traffic interruptions, and average
13 vehicle delay at intersections. The LOS approach uses a ranking system,
14 similar to education, with level 'A' being the best and level 'F' being the
15 worst.

16 2.3 Traffic studies prepared for development entitlements (tracts, plot plans,
17 public use permits, conditional use permits, etc.) shall identify project
18 related traffic impacts and determine the "significance" of such impacts in
19 compliance with CEQA. Potential impacts to inadequate parking
20 capacity, changes in air traffic patterns, altered waterborne, rail or air
21 traffic, hazards from design, and inadequate emergency access to nearby
22 uses were found to be less than significant in the Notice of Preparation
23 prepared for this project. Some design features present on the current and
24 future project roadways, such as curves, could result in potentially
25 significant impacts which are discussed in Section 5.14. The focus of the
26 analysis is related to the potential impacts associated with project-
27 generated traffic, exceedances in the level of service of roads, the effect on
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1 existing or need for new or altered road maintenance, circulation impacts
2 during construction, and increased hazards due to a design feature (e.g.,
3 sharp curves or dangerous intersections) or incompatible uses (e.g., farm
4 equipment). The "Base Case" is used in this analysis as the basis for
5 evaluation of project impacts in accordance with CEQA Guidelines,
6 including mitigation measures required to reduce impacts.

7 2.4 The direct project related traffic impacts of new development proposals
8 shall be mitigated via conditions of approval requiring the construction of
9 any improvements identified as necessary to meet level of service
10 standards. The analysis of all Phases of the "Base Case" scenario shows
11 that the project will contribute to the exceedance of acceptable levels of
12 service for both intersections and roadway segments, and contribute to
13 substantial increases in the traffic on roads. Mitigation measures in the
14 form of signals and roadway improvements, and fair share fees, listed
15 above, will be required to reduce these potentially significant impacts to
16 below the level of significance.

17 2.5 The cumulative and indirect traffic impacts of development may be
18 mitigated through the payment of various impact mitigation fees such as
19 County Development Impact Fees, Road and Bridge Benefit District Fees,
20 and Transportation Uniform Mitigation Fees to the extent that these
21 programs provide funding for the improvement of facilities impacted by
22 development. To ensure that area-wide traffic conditions do not worsen as
23 development occurs, the County of Riverside has established "fair share"
24 mitigation fees, which include, but are not limited to, the Transportation
25 Uniform Mitigation Fee (TUMF), Development Impact Fees (DIF) and a
26 Road and Bridge Benefit District (RBBB) fee, which is currently being
27 established by the County, all described below. The project will
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1 participate in the cost of off-site improvements through payment of the
2 following "fair share" mitigation fees: TUMF, current at time of
3 construction; Riverside County Traffic Signal Systems Fee Program;
4 RBBB (when approved and enacted). These fees shall be collected and
5 utilized as needed by Riverside County to construct the improvements
6 necessary to maintain the required level of service.

7 3.1 Design, construct, and maintain County roadways as specified in the
8 County Road Improvement Standards and Specifications. THE
9 VILLAGES OF LAKEVIEW Specific Plan includes Circulation System
10 Development Standards in Section B.2.d. These Development Standards
11 are required of the project.

12 3.2 Maintain the existing transportation network, while providing for future
13 expansion and improvement based on travel demand, and the development
14 of alternative travel modes. To ensure that area-wide traffic conditions do
15 not worsen as development occurs, the County of Riverside has
16 established "fair share" mitigation fees, which include, but are not limited
17 to, the Transportation Uniform Mitigation Fee (TUMF), Development
18 Impact Fees (DIF) and a Road and Bridge Benefit District (RBBB) fee,
19 which is currently being established by the County, all described below.
20 The project will participate in the cost of off-site improvements through
21 payment of the following "fair share" mitigation fees: TUMF, current at
22 time of construction; Riverside County Traffic Signal Systems Fee
23 Program; RBBB (when approved and enacted). These fees shall be
24 collected and utilized as needed by Riverside County to construct the
25 improvements necessary to maintain the required level of service.

26 3.10 Require private and public land developments to provide all on-site
27 auxiliary facility improvements necessary to mitigate any development-
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1 generated circulation impacts. A review of each proposed land
2 development project shall be undertaken to identify project impacts to the
3 circulation system and its auxiliary facilities. The Transportation
4 Department may require developers and/or subdividers to provide traffic
5 impact studies prepared by qualified professionals to identify the impacts
6 of a development. The project has been analyzed in the Traffic Study to
7 meet the required LOS standards for the various roadway types located
8 within the project's sphere of influence. Where the LOS standards are
9 expected to be exceeded, mitigation has been included that would reduce it
10 to below the required levels. In cases where the standard cannot be met,
11 an override will be necessary.

12 3.13 Design street intersections, where appropriate, to assure the safe, efficient
13 passage of through-traffic and the negotiation of turning movements.

14 THE VILLAGES OF LAKEVIEW project includes a General Plan
15 Amendment which will modify the existing Circulation Element. The
16 modified circulation plan provides improvement standards to promote
17 efficient and safe movement of people within the project area.

18 3.14 Design curves and grades to permit safe movement of vehicular traffic at
19 the road's design speed. Design speed should be consistent with and

20 complement the character of the adjacent area. The curvilinear roads
21 proposed within the project site (Figure 5.14-3a, THE VILLAGES OF
22 LAKEVIEW Specific Plan Circulation Plan) have been designed to meet
23 the County Transportation Department's standards.

24 3.15 Provide adequate sight distances for safe vehicular movement at a road's
25 design speed and at all intersections. Sight distance at the project entrance

26 roadways shall be reviewed with respect to standard County of Riverside
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1 sight distance standards at the time of preparation of final grading,
2 landscape, and street improvement plans.

3 3.20 Determine location of General Plan road rights of way and levels of road
4 improvements needed based primarily upon land uses and travel demand.

5 The Phase 3 (2016-2020/Buildout) and Phase 3 Alternative 1 Scenario
6 traffic conditions presented in this analysis were developed using updated
7 versions of the Riverside County General Plan traffic model (originally
8 referred to as the RCIP traffic model). The original RCIP traffic model
9 was developed by the County using the Riverside / San Bernardino
10 Western Area (RIVSAN) model structure in combination with the latest
11 General Plan Buildout land use data. The RIVSAN traffic model is
12 currently maintained by the Southern California Association of
13 Governments (SCAG). The RCIP traffic model structure relies on the
14 General Plan land use data that was certified by the County Board of
15 Supervisors as part of the RCIP Environmental Impact Report (RCIP
16 EIR). Consequently, the RCIP traffic model is the only long-range
17 regional traffic model that is appropriate for this study area. In addition,
18 this is the traffic model used by the cities of Temecula, Murrieta, Lake
19 Elsinore, and San Jacinto for recent traffic studies.

20 3.24 Provide a street network with quick and efficient routes for emergency
21 vehicles, meeting necessary street widths, turn-around radius, and other
22 factors as determined by the Transportation Department in consultation
23 with the Fire Department and other emergency service providers. THE

24 VILLAGES OF LAKEVIEW Specific Plan includes Circulation Plan
25 Development Standards in Section B.2.d. These standards are required of
26 the project, and are designed to meet County Transportation and Fire
27 Department requirements.

1 3.26 Plan off-street parking facilities to support and enhance the concept of
2 walkable and transit-oriented communities. The planning and
3 development objectives for THE VILLAGES OF LAKEVIEW are based
4 upon Smart Growth Principles. There are ten Smart Growth Principles to
5 which the project has created objectives and goals specific to the project.
6 Principles include transportation related objectives and goals for the
7 project. The project will provide a transit center (a park-n-ride parking lot
8 and bus stop) to encourage carpooling as well as future live/work units to
9 encourage working from home.

10 3.27 Evaluate proposed highway extensions or widening projects for potential
11 noise impacts on existing and future land uses in the area. Require that the
12 effects of truck mix, speed limits, and ultimate motor vehicle volumes on
13 noise levels are also explored during the environmental process. The
14 exterior noise impacts from traffic to future land uses have been
15 calculated. After finalized information regarding road elevations and pad
16 heights becomes available, a subsequent acoustical study will be
17 performed to assess the necessary height of noise barriers obtain the
18 appropriate noise standard level for sensitive receptors and commercial
19 land uses.

20 4.1 Provide facilities for the safe movement of pedestrians within
21 developments, as specified in the County Ordinances Regulating the
22 Division of Land of the County of Riverside. The project includes a trail
23 system. This system will include a combination of greenbelts with
24 linkages and sidewalks located adjacent to roads and within roadway
25 paseos. It will incorporate trails for pedestrians, bicycles, and equestrians
26 in the form of an integrated system of hard- and soft-surface trails. The
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1 trail system will promote non-vehicular access to on-site recreational areas
2 as well as to the elementary schools and the Town Center Village.

3 4.2 Maximize visibility and access for pedestrians and encourage the removal
4 of barriers (walls, easements, and fences) for safe and convenient
5 movement of pedestrians. Special emphasis should be placed on the needs
6 of disabled persons considering Americans with Disabilities Act (ADA)
7 regulations. The planning and development objectives for THE
8 VILLAGES OF LAKEVIEW are based upon Smart Growth Principles.
9 There are ten Smart Growth Principles to which the project has created
10 objectives and goals specific to the project. One of the principles specifies
11 that sidewalks will be separated from streets and trail connections at every
12 edge. Special considerations for disabled persons were not addressed
13 specifically at this level of analysis.

14 4.3 Assure pedestrian access from developments to existing and future transit
15 routes and terminal facilities through project design. The project includes
16 a trail system. This system will include a combination of greenbelts with
17 linkages and sidewalks located adjacent to roads and within roadway
18 paseos. It will incorporate trails for pedestrians, bicycles, and equestrians
19 in the form of an integrated system of hard- and soft-surface trails. The
20 trail system will promote non-vehicular access to on-site recreational areas
21 as well as to the elementary schools and the Town Center Village.

22 4.4 Plan for pedestrian access that is consistent with road design standards
23 while designing street and road projects. Provisions for pedestrian paths or
24 sidewalks and timing of traffic signals to allow safe pedestrian street
25 crossing shall be included. The project includes a trail system. This
26 system will include a combination of greenbelts with linkages and
27 sidewalks located adjacent to roads and within roadway paseos. It will
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1 incorporate trails for pedestrians, bicycles, and equestrians in the form of
2 an integrated system of hard- and soft-surface trails. The trail system will
3 promote non-vehicular access to on-site recreational areas as well as to the
4 elementary schools and the Town Center Village.

5 4.9 Coordinate with all transit operators to ensure that pedestrian facilities are
6 provided along and/or near all transit routes, whenever feasible. New land
7 developments may be required to provide pedestrian facilities due to
8 existing or future planned transit routes even if demand for pedestrian
9 facility is not otherwise warranted. Currently, the Villages of Lakeview
10 does not propose the construction of overpasses or undercrossings at
11 trail/major road intersections. However, as the implementation of trails
12 throughout the project has been refined and clarified, the Specific Plan and
13 the Village Refinement Plan (VRP) for the Resort Village indicate that the
14 trails which connect the project's southern area to its northern area will be
15 connected over and/or under Ramona Expressway. The project also
16 provides for an outreach program to aimed at informing residents about
17 opportunities to walk, hike, bike, carpool and use public transportation.
18 Therefore, the project will be consistent with this GP policy.

19 6.3 Limit access points and intersections of streets and highways based upon
20 the road's General Plan classification and function. Access points must be
21 located a sufficient distance away from major intersections to allow for
22 safe, efficient operation. Sight distance at the project entrance roadways
23 shall be reviewed with respect to standards County of Riverside sight
24 distance standards at the time of preparation of final grading, landscape,
25 and street improvement plans.

26 7.2 Work with property owners to reserve right-of-way for potential CETAP
27 corridors through site design, dedication, and land acquisition, as
28

1 appropriate. Corridors are being examined in western Riverside County
2 for the preservation of rights-of-way for future multi-modal transportation
3 facilities.

4 7.9 Review development applications in cooperation with RCTC and as
5 appropriate, to identify the precise location of CETAP corridors and act to
6 preserve such areas from any permanent encroachments, pending
7 dedication or acquisition. Three corridors are being examined in western
8 Riverside County for the preservation of rights-of-way for future multi-
9 modal transportation facilities. These include the Beaumont/Banning to
10 Temecula transportation corridor, the Moreno Valley to San Bernardino
11 corridor, and the Hemet to Corona/Lake Elsinore corridor. The Hemet to
12 Corona/Lake Elsinore CETAP Corridor passes through the project area
13 along Ramona Expressway and is referred as the Mid County Parkway.

14 11.4 Offer incentives to new development to encourage it to locate in a transit-
15 oriented area such as a community center or along a designated transit
16 corridor near a station. The Villages of Lakeview is establishing a Town
17 Center Village, which is intended to emulate Riverside County's
18 community center land use designation. In general terms, the most dense
19 residential planning areas of the project are located in close proximity to
20 the Town Center Village. Additionally, the Town Center Village has the
21 potential for a greater residential density than the rest of the specific plan.

22 11.5 Accommodate transit through higher densities, innovative design, and
23 right-of-way dedication. The Villages of Lakeview is establishing a Town
24 Center Village, which is intended to emulate Riverside County's
25 community center land use designation. In general terms, the most dense
26 residential planning areas of the project are located in close proximity to
27 the Town Center Village. Additionally, the Town Center Village has the
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1 potential for a greater residential density than the rest of the specific plan.
2 Although explicit plans for mass transit are not a part of the project, the
3 higher densities proposed will facilitate the need for transit-oriented
4 development.

5 11.7 Promote development of transit centers and park-n-rides for use by all
6 transit operators, including development of multi-modal facilities. The
7 traffic-reducing potential of public transit has not been considered in this
8 study. Therefore, the traffic projections provided in this report are
9 considered conservative since public transit could reduce traffic volumes
10 in the project area.

11 16.1 Implement the County trail system as depicted in the Bikeways and Trails
12 Plan, Figure C-7. A General Plan Amendment to modify and expand the
13 existing County trails plan is part of the project proposal. See Figure
14 B.8.18.B of the Villages of Lakeview Specific Plan.

15 16.2 Develop a multi-purpose recreational trail network with support facilities
16 which provide a linkage with regional facilities. The project design
17 concept is that of a pedestrian-friendly lifestyle which includes trail
18 systems located throughout the project area that connect schools, services,
19 goods, parks, and trailheads.

20 16.3 Require that trail alignments either provide access to or link scenic
21 corridors, schools, parks, and other natural areas. The project design
22 concept is that of a pedestrian-friendly lifestyle which includes trail
23 systems located throughout the project area that connect schools, services,
24 goods, parks, and trailheads.

25 17.3 Ensure that the bikeway system incorporates the following: a.
26 Interconnection of cities and unincorporated communities; b. Provision of
27 lanes to specific destinations such as state or county parks; c. Provision for
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1 bicycle touring; and d. Encouragement of bicycle commuting. The project
2 design concept is that of a pedestrian-friendly lifestyle which includes trail
3 systems located throughout the project area that connect schools, services,
4 goods, parks, and trailheads.

5 C. Lakeview/Nuevo Area Plan Policies

6 7.1 Adhere to the lighting requirements specified in County Ordinance No.
7 655 for standards that are intended to limit light leakage and spillage that
8 may interfere with the operations of the Mount Palomar Observatory. The
9 Villages of Lakeview project area falls within Zone B of the Mt. Palomar
10 Nighttime Lighting Policy. Mitigation measures herein reduce potential
11 significant impacts to less than significant. Future development proposals
12 will be required to comply with County Ordinance No. 655 and will be
13 reviewed at such time as a development application is filed with the
14 Planning Department.

15 8.1 Design and develop the vehicular roadway system per Figure 7,
16 Circulation, and in accordance with the Functional Classifications and
17 Standards section of the General Plan Circulation Element. The General
18 Plan Circulation Element is currently being revised to more accurately
19 reflect the needs of the roadway system in this area. Additionally, The
20 Villages of Lakeview Specific Plan will necessitate modification to the
21 roadway system to accommodate its development. All of the proposed
22 changes are intended to adequately accommodate the traffic needs for the
23 area and the project. The County-led General Plan Amendment to update
24 Figure 7 in this area and the proposed project GPA related to circulation,
25 will bring the project and Figure 7 into consistency. The master developer
26 for The Villages of Lakeview has assembled over 147 parcels through
27 over 18 transactions to form the proposed project site. This consolidation
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1 of parcels under one control offers the ability to provide funding such that
2 the CETAP corridor may be constructed more quickly than if scattered
3 ownerships had developed over time.

4 8.2 Maintain the County's roadway Level of Service standards as described in
5 the Level of Service section of the General Plan Circulation Element. A
6 traffic report was prepared for the project that addresses potential future
7 traffic, roadway and intersection levels of service, planned roadway
8 improvements, and mitigation measures. On-site project intersections are
9 all proposed to accommodate projected traffic at County General Plan
10 standards or better. As development occurs, roadway levels of service
11 will fluctuate, however, because not all roads / intersections office which
12 rely on TUMF, DIF, RBBB or other funding may be completed
13 concurrently with project phasing. Therefore, on a temporary basis, the
14 project may result in Levels of Service that do not meet County standards.
15 At full build-out of the current General Plan roadway system and the
16 project, some roadway segments and intersections will not meet required
17 standards. Substantial changes to the area's transportation facilities will
18 occur as a result of project implementation; however, these changes are
19 consistent with and are anticipated in the General Plan. Generally
20 speaking, the existing roads within and around the project site are two-
21 lane rural roads, including Ramona Expressway within the unincorporated
22 portion of the County. The County General Plan calls for Ramona
23 Expressway to be improved from two and four lanes to up to six and eight
24 lanes at some locations. This is a substantial change; however it is one
25 that the County contemplates with or without the proposed project.
26 Likewise, by Phase 3 of project build-out, Nuevo Road from Murrieta
27 Road to Dunlap Road is anticipated to be increased from a two-lane
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1 Arterial to a six-lane Arterial; and from Dunlap Road to Menifee Road, a
2 two-lane Urban Arterial to an eight-lane Urban Arterial, as anticipated in
3 the General Plan. Again, this is a substantial change; however it is one
4 that the County has envisioned as taking place. Many of the more rural-
5 type roadways within and around the project site will be upgraded to
6 accommodate greater traffic volumes. It should be noted, however, that to
7 maintain the heart of the Lakeview community, the County has identified
8 Hansen Avenue as a local road that is to remain rural in size and
9 character, even if other parallel roads (Reservoir Avenue) must be larger.
10 The County is currently processing a General Plan Amendment to the
11 Circulation Element that proposes to change the road classification of
12 Hansen Avenue from a Major (4-lane) road to a Collector (2-lane).
13 Likewise, Lakeview Avenue is mandated in the mitigation measures and
14 COA to remain a smaller size road consistent with the rural community.
15 County Transportation Department staff worked with the applicant and
16 EIR preparer, to identify, through mitigation measures and conditions of
17 approval, "triggers" or "thresholds" which when met will require
18 implementation of identified circulation improvements. Triggers require
19 all improvements in a phased manner such that facilities are constructed
20 or under construction before development outpaces the roadway network.
21 Through the use of occupancy-based triggers, the traffic mitigation
22 measures require that intersection and roadway segment facilities be built
23 by the applicant, or require that the County have a construction contract
24 and full funds in place, in advance of development needs. Thus, the only
25 delay might be the time that it takes to construct all or part of a particular
26 intersection or roadway segment that is identified for improvement. By
27 imposing that the project implement various improvements prior to
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1 development through the identified “triggers,” the County has assured that
2 mitigation for potential project impacts will be implemented. In addition
3 to project-imposed mitigation, the project is also required to contribute to
4 funding programs that provide for regional transportation improvements,
5 such as the Transportation Uniform Mitigation Fee (TUMF),
6 Development Impact Fee – Ordinance 659 (DIF) and the future Road and
7 Bridge Benefit District (RBBD) for the Lakeview/Nuevo area.

8 9.1 Develop, maintain and/or improve the trails and bikeways within the
9 Lakeview/Nuevo Area Plan as depicted on Figure 8, Trails and Bikeway
10 System, and as discussed in the Multipurpose Recreational Trails section
11 of the General Plan Circulation Element. A GPA related to trails is
12 proposed by the project to elevate some trails within the project to regional
13 trails, while assuring trail connections currently envisioned on Figure 8 are
14 maintained. The Villages of Lakeview Specific Plan includes an extensive
15 trails system through and throughout the project site that meets the intent
16 of the policy.

17 10.1 Protect the scenic highways in the Lakeview/Nuevo planning area from
18 change that would diminish the aesthetic value of views of the Bernasconi
19 Hills, the San Jacinto River, the Mystic Lake Corridor, and the San Jacinto
20 Wildlife Area in accordance with the Scenic Highways section of the
21 General Plan Land Use, Multipurpose Open Space, and Circulation
22 Elements. Ramona Expressway is a County Eligible Scenic Highway.
23 The development of The Villages of Lakeview proposed adjacent to the
24 Ramona Expressway will be setback 50 feet to meet County policy. The
25 Aesthetics section of this DEIR evaluated potential impacts to the scenic
26 resources listed and determined that all potential significant adverse
27 impacts associated with the proposed project were found to be less than
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1 significant without mitigation with the exception of the development of
2 the proposed tank(s) in the Lakeview Mountains. With the
3 implementation of MM Aesthetics 1, impacts to the scenic highway from
4 the tank(s) will be less than significant. The significant area-wide scenic
5 resources on-site is the Lakeview Mountains. Retention of the mountains
6 as open space avoids substantial damage to scenic resources on site.

7 11.1 Accommodate the Hemet to Corona/Lake Elsinore CETAP Corridor in
8 accordance with the General Plan Circulation Element. The Villages of
9 Lakeview Specific Plan will play a major roll in accommodating the
10 installation of the corridor. The project fronts along 4.5 miles of Ramona
11 Expressway and will be responsible for extensive right-of-way and
12 payment of fees toward the development of the CETAP Corridor through
13 this area. The master developer for The Villages of Lakeview has
14 assembled over 147 parcels through over 18 transactions to form the
15 proposed project site. The consolidation of parcels under one control
16 offers the ability to provide funding such that the CETAP Corridor may be
17 constructed more quickly than if scattered ownerships had developed over
18 time.

19 13.1 Conserve the existing intact upland habitat block in the Lakeview
20 Mountains for the benefit of raptors, burrowing owl, and cactus wren. The
21 Villages of Lakeview Specific Plan designates all of the existing upland
22 habitat block in the Lakeview Mountains as Open Space Conservation,
23 except for a water tank site. Thus the area is preserved for the benefit of
24 raptors, burrowing owl, and cactus wren. To accomplish this, the project
25 is converting all of the land currently designated as Rural Mountains in the
26 General Plan to Open Space to conserve this area in its natural state.

1 13.2 Conserve clay soils intermixed with or near vernal pools occurring in the
2 middle reaches of the San Jacinto River supporting core populations of
3 thread-leaved brodiaea. Clay soils and vernal pools are located within the
4 project site and are located within proposed conservation areas and will be
5 avoided.

6 13.3 Conserve wetland habitats along the San Jacinto River including existing
7 vernal playas, vernal pools and associated watersheds. Maintain watershed
8 processes that contribute to and enhance water quality and the hydrologic
9 regime. The existing wetlands habitats along the San Jacinto River are
10 directly preserved through designated open space areas within the project
11 site along the flood plain of the river. The hydrologic conditions which
12 created and main these wetland features will be simulated by water from
13 the proposed project site being released in comparable flows. In the case
14 of the project's common boundary with the San Jacinto Wildlife Area,
15 stormwaters collected east of Davis Road will be released through a broad
16 overflow area of the channel which will sheet flow to the Marvin Road
17 ditch and overflow into the SJWA as currently happens. West of Davis
18 Road stormwater will be retained and/or diverted such that no more than
19 current volumes impact vernal pool areas. Outflows into the San Jacinto
20 River at the westernmost edge of the project will increase downstream
21 flows during storm events but will not result in nuisance water runoff in
22 amounts which will change the hydrologic regime of the river. This issue
23 is discussed in detail in the Biology and Hydrology sections of this DEIR.

24 13.4 Conserve Willow-Domino-Travers soils that support sensitive plants such
25 as spreading navarretia, San Jacinto Valley crownscale, Coulter's
26 goldfields, Parish's brittlescale, and Davidson's saltbrush. These sensitive
27 plant species were not found on site, however, the San Jacinto Wildlife
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1 Area contains a number of sensitive plant populations, some of which are
2 immediately adjacent or in close proximity to the project site. These
3 include the thread-leaved brodiaea, San Jacinto Valley crowscale, smooth
4 tarplant, and Coulter's goldfields. The soils which support these species
5 are conserved within the SJWA and although the soils series exist within
6 the proposed project site, the areas are presently farmed or otherwise
7 disturbed and cannot support plant species. The 500-foot setback from the
8 SJWA established within the Resort Village of the project will conserve
9 some of these soils types.

10 13.5 Maintain and enhance linkage value of the San Jacinto River for wildlife
11 movement and live-in habitat. The project includes a wildlife corridor
12 connection from the Lakeview Mountains, which are being retained in
13 open space, to Ramona Expressway where the corridor will be continued
14 north, under MSCHP requirements, to enhance the linkage value of the
15 San Jacinto River. The 500-foot buffer and open space proposed within
16 the Resort Village portion of the project will also maintain the SJWA and
17 the river for wildlife movement and live-in habitat by keeping
18 development setback.

19 13.6 Conserve grasslands adjacent to coastal sage scrub habitats as foraging
20 habitat for raptors. The proposed wildlife corridor on-site consists of
21 grasslands and/or open fields adjacent to the coastal sage scrub habitats of
22 the Lakeview Mountains. In addition, some areas at the toe of slope of the
23 mountains will be conserved in open space. Both these areas will allow
24 for the foraging by raptors. In addition, the 500-foot buffer area adjacent
25 to the SJWA will be maintained in natural area and or open fields which
26 will also support raptor foraging on-site.

1 14.1 Protect life and property from the hazards of flood events through
2 adherence to the Flood and Inundation section of the General Plan Safety
3 Element. The implementing projects that will occur within the proposed
4 Specific Plan will comply with the Flood and Inundation section of the
5 General Plan Safety Element. No development is proposed within the San
6 Jacinto River floodplain.

7 14.2 Adhere to the flood proofing, flood protection requirements, and Flood
8 Management Review requirements of Riverside County Ordinance No.
9 458 Regulating Flood Hazard Areas. Implementing projects within the
10 Specific Plan will adhere to the requirements of Riverside County Flood
11 Control and Water Conservation District. The entirety of development of
12 The Villages of Lakeview is outside of any Flood Hazard areas.

13 14.3 Require that proposed development projects that are subject to flood
14 hazards, surface ponding, high erosion potential or sheet flow be
15 submitted to the Riverside County Flood Control and Water Conservation
16 District for review. Implementing projects within the Specific Plan will
17 adhere to the requirements of Riverside County Flood Control and Water
18 Conservation District. The entirety of development of The Villages of
19 Lakeview is outside of any Flood Hazard areas.

20 15.1 Protect life and property from wildfire hazards through adherence to the
21 Fire Hazards section of the General Plan Safety Element. A 100-foot wide
22 fuel modification zone is proposed between all residences and the natural
23 vegetation of the Lakeview Mountains. Water tanks will be installed to
24 maintain water pressure and fire flows to the entire project and improve
25 the fire flows in the existing Lakeview community.

26 16.1 Protect life and property from seismic related incidents through adherence
27 to the Seismic Hazards section of the General Plan Safety Element. The
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1 proposed The Villages of Lakeview Specific Plan, being part of the
2 Lakeview/Nuevo area, has a very low liquefaction potential.
3 Conformance with Uniform Building Code standards, enforcement of
4 setbacks from local faults, and sound grading practices will help to
5 mitigate any potentially concerning circumstances. This area will be
6 developed as park land or open space. The eastern end of the project area
7 is comprised of lands designated for conservation and Rural Mountainous
8 Residential development. Both of these areas will be designated as open
9 space in The Villages of Lakeview.

10 17.1 Identify ridgelines that provide a significant visual resource for the
11 Lakeview/Nuevo planning area through adherence to the General Plan
12 Land Use Element. The Lakeview Mountains contains steep slopes and
13 provide a visual resource for the planning area. The project proposes to
14 designate all of its property within these mountains as Open Space which
15 will preserve this visual resource for the community.

16 17.2 Protect life and property through adherence to the Hillside Development
17 and Slope policies of the General Plan Land Use Element and the Slope
18 and Soil Instability Hazards policies of the General Plan Safety Element.
19 The development standards for The Villages of Lakeview Specific Plan
20 encourage passive solar design and day-lighting for new structures.

21 D. Land Use Element Policies

22 2.1 Accommodate land use development in accordance with the patterns and
23 distribution of use and density depicted on the General Plan Land Use
24 Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with
25 the following: The Lakeview/Nuevo Area Plan's map designates the
26 approximate 2,800-acre project site with the following land uses:
27 Agriculture (AG) with and without a Community Development Overlay
28

1 (CDO), Rural Residential (RR) with a Community Development Overlay,
2 Low Density Residential – Rural Community (LDR-RC), Very Low
3 Density Residential – Rural Community (VLDR-RC), Rural Mountainous
4 (RM), Low Density Residential – Community Development (LDR – CD),
5 Open Space Conservation (OS-C), and Commercial Retail (CR).
6 Although an approximate 1,445-acre portion of the project is within the
7 Community Development General Plan Foundation or entitled to a
8 Community Development Overlay (CDO), the Lakeview/Nuevo Area Pl
9 did not provide this CDO area with development standards or intensities
10 by which it should be developed, nor did the County provide developed
11 “Buildout” assumptions for this area in the Statistical Summary for the
12 Lakeview/Nuevo Area Plan or the General Plan. As defined in the
13 Lakeview/Nuevo Area Plan *Table 2: Statistical Summary of*
14 *Lakeview/Nuevo Area Plan*, the combined communities could expect
15 approximately 26,778 dwelling units at buildout within the 27.745 acres
16 that comprise Lakeview/Nuevo Area Plan. The Villages of Lakeview
17 Specific Plan proposes 11,150 homes within its 2,789 acres. By
18 comparison, the project area makes up approximately 10 percent of the
19 Lakeview/Nuevo Area Plan while the number of dwelling units makes up
20 42 percent of all the dwelling units anticipated. Based on the Area Plan’s
21 statistics, there would be approximately 1 dwelling unit per acre while the
22 project would provide four times that density over its entire project area.
23 Within the project development the lowest density proposed is 5-8
24 dwelling units per acre to a high of 40 dwelling units per acre in the Town
25 Center. In June 2006, the Riverside County Board of Supervisors
26 approved a request by the applicant to proceed with a General Plan
27 Amendment to consider conversion of land within the project from
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1 Agriculture, Rural, and Rural Community Foundations to the Open Space
2 and Community Development Foundations. The final outcome, if
3 approved, would result in approximately 1,095 acres in the Open Space
4 Foundation and approximately 1,684 acres in the Community
5 Development Foundation, according to the staff report from the June 2006
6 hearing. The findings and recommendations from this hearing can be
7 found in Appendix B (CD#3) of the DEIR. In this approval to proceed,
8 the County found that the Foundations are “unusually compelling” and
9 “based on ample evidence that new conditions or circumstances” exist that
10 justify modification on the General Plan which do not conflict with the
11 overall Riverside County Vision.

12 a. Provide a land use mix at the countywide and area plan levels
13 based on projected need and supported by evaluation of impacts to
14 the environment, economy, infrastructure, and services. The
15 overall intent of LU.2.1.a is to provide a land use mix with a
16 project that is well supported with the evaluation of the impacts to
17 the environment, the economy, infrastructure and services. This
18 intent is met by The Villages of Lakeview project. The population
19 of Riverside County is expected to be approximately 3.4 million by
20 2030 and more housing units will be needed to accommodate the
21 new residents. At the countywide level, the RCIP Vision
22 Statement sets forth various topical visions aimed at proactively
23 dealing with the aforementioned need for growth with its social
24 and development issues, some of which include: The idea that
25 growth should not be forestalled but accommodated with quality
26 development; That population growth is inevitable and therefore
27 should be focused where it can be best be accommodated; and That
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1 the County incentivize and stimulate the development community
2 “to exceed the norms of development standards” to create
3 “communities of excellence”. The proposed project provides a
4 mix of land uses within a master planned community setting
5 including a range of residential types, parks, schools, over 1,000
6 acres of open space, commercial/residential mixed use, and public
7 facilities. This comprehensive approach will assist the County in
8 meeting its vision and accommodating project growth. The EIR
9 evaluated in detail impacts to the environment of the proposal; a
10 fiscal impact report has been prepared (Appendix K (CD#4))
11 which sets forth the conditions under which the project will have a
12 positive fiscal impact on the County; infrastructure necessary to
13 serve the project area is evaluated in the specific plan and the
14 EMWD Master Plan for Water, Sewer, and Recycled Water in the
15 Lakeview/Nuevo area (EIR SCH 2007101043); and public services
16 will be provided as identified in the specific plan and addressed in
17 the EIR. The proposed The Villages of Lakeview Specific Plan
18 will exceed the housing needs based on the County’s original
19 evaluation of the Lakeview/Nuevo Planning Area. Although The
20 Villages of Lakeview has a mix of residential densities and
21 proposes other land uses, including commercial, the amount of
22 growth proposed by The Villages of Lakeview was not anticipated
23 by the Lakeview/Nuevo Area Plan. However, the proposed
24 development was reviewed by the Board, including when it
25 considered initiating Foundation Amendments, and have been
26 considered acceptable by the Board of Supervisors which found
27 that “based on ample evidence that new conditions or
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1 circumstances” exist that justify modification on the General Plan
2 which do not conflict with the overall Riverside County Vision.
3 This project proceeded through the amendment process as required
4 and was able to make these findings in June of 2006 when the
5 Board of Supervisors allowed the project to proceed with the
6 process of amending the GP. Therefore, these GP-established
7 thresholds for changes to GP land uses have been met by the
8 project meets. With a recommendation of adoption by staff, and
9 with a subsequent discretionary action of adopting the project
10 General Plan Amendment (GPA), the Board will be indicating that
11 project is consistent with the General Plan.

- 12 b. Accommodate a range of community types and character, from
13 agricultural and rural enclaves to urban and suburban communities.

14 The Villages of Lakeview Specific Plan proposes a range of
15 community types with a housing and land use mix that ranges from
16 Medium High Residential to Very High Density Residential, Open
17 Space, Mixed Use Town Center (including residential), Park, and
18 Public Facility / Open Space. The Villages of Lakeview
19 accommodates the portion of the policy that relates to establishing
20 urban and suburban communities. The proposed project is located
21 adjacent to the rural community of Lakeview/Nuevo, the San
22 Jacinto Wildlife Area, and active agriculture. Through the use of
23 buffers, setbacks and an expanded circulation system, all these
24 surrounding uses will be retained and allowed to continue which
25 will provide for the full range of community types addressed in
26 this policy.
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1 c. Provide for a broad range of land uses, intensities, and densities,
2 including a range of residential, commercial, business, industry,
3 open space, recreation, and public facilities uses. The Villages of
4 Lakeview Specific Plan will create a master-planned community
5 consisting of medium high density, high density, and very high
6 density residential types, four potential K-8 schools, mixed-use
7 commercial / residential, open space, and public and civic
8 facilities. The proposed project will also include a mixed-use town
9 center that may include a grocery store, a drug store, possible
10 public facilities including a sheriff sub-station and post office, and
11 other commercial uses that would serve the need of the
12 community. There is no industry planned as part of The Villages
13 of Lakeview, however, the project addresses and accommodates
14 the continued operation of the Nutrilite manufacturing facility
15 located adjacent to the site.

16 d. Concentrate growth near community centers that provide a mixture
17 of commercial, employment, entertainment, recreation, civic, and
18 cultural uses to the greatest extent possible. The Lakeview/Nuevo
19 Area Plan was two defined community center areas west of the San
20 Jacinto River. Currently, the area east of the San Jacinto River
21 (this includes the project site) reflects a pattern of predominantly
22 low density residential character with pockets of commercial use
23 within the communities of Lakeview and Nuevo. The Villages of
24 Lakeview Specific Plan creates its own master-planned community
25 consisting of medium high density, high density, and very high
26 density residential types, proposed three K-8 schools, mixed-use
27 commercial / residential, parks and open space that collectively
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1 may contain the attributes that contribute to a community center
2 outside of where the Lakeview/Nuevo Area Plan intended this type
3 of development. Accordingly, The Villages of Lakeview will
4 concentrate the densest residential developments surrounding the
5 proposed Mixed Use Village, which is equivalent to the General
6 Plan land use designation of Community Center. e. Concentrate
7 growth near or within existing urban and suburban areas to
8 maintain the rural and open space character of Riverside County to
9 the greatest extent possible.

- 10 e. Concentrate growth near or within existing urban and suburban
11 areas to maintain the rural and open space character of Riverside
12 County to the greatest extent possible. Currently, Lakeview/Nuevo
13 Area Plan anticipates that the western half of the planning area,
14 near the city of Perris, would be comprised of primarily residential
15 development growth concentrated near an existing suburban area
16 and to maintain the rural and open space character of this portion
17 of Riverside County. The proposed The Villages of Lakeview
18 Specific Plan proposes new suburban areas in proximity to other
19 areas within the Lakeview/Nuevo Area Plan that are designated for
20 urban and suburban development and to the existing rural
21 community of Lakeview/Nuevo. There are areas within The
22 Villages of Lakeview that are currently designated for agricultural
23 and rural uses, and open space; and portions of the project area
24 were provided with a "Community Development Overlay" by
25 Riverside County GP. This project also provides for
26 approximately 1,000 acres of open space for conservation through
27 the RCA on its land use plan, and concentrates development away
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1 from biologically sensitive areas thus preserving the Lakeview
2 Mountains as open space in perpetuity. The project proposes to
3 concentrate growth near the existing Ramona Expressway (future
4 CETAP Mid-County Parkway) which is a corridor intended to link
5 and focus urban/suburban areas. Regardless, this project will
6 present a change in residential densities next to existing rural
7 properties and is not located adjacent to any existing urban or
8 suburban area. However, with the implementation of the proposed
9 buffers and setbacks from the existing adjacent agricultural uses
10 (300 feet), rural community (on- and off-site trails and extra 30-
11 foot setback), and wildlife area (500 feet), implementation of the
12 Design Guidelines of the Lakeview/Nuevo Area Plan, and The
13 Villages of Lakeview Specific Plan, the impacts to the existing
14 rural properties will be minimized. In the end, The Villages of
15 Lakeview Specific Plan will be left with approximately 2,800 acres
16 (the entire project site) of land within the Community
17 Development Foundation. After the project is implemented per
18 The Villages of Lakeview Specific Plan, approximately 48 percent
19 will be residential, commercial, and civic land uses; and 52 percent
20 will remain in various forms of open space (conservation, parks,
21 trails, earthen drainage channels, landscape setbacks, terrace
22 slopes, and open space). The City of San Jacinto borders the
23 project to the east. Although today the area is primarily dairies and
24 agriculture, the San Jacinto General Plan and a large specific plan
25 identify the area immediately to the east of the project as
26 developed commercial/industrial and residential area. Thus,
27 because the project preserves nearly 1,000 acres of conservation
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1 open space and over 50% of the project is some type of open
2 space, provides buffers and design standards that will transition to
3 less dense existing areas, is located along a CETAP corridor, and is
4 located immediately adjacent to suburban/urban uses planned in
5 San Jacinto, the project provides consistency with the General
6 Plan. See also discussion under LU2.1.a, above.

7 f. Site development to capitalize upon multi-modal transportation
8 opportunities and promote compatible land use arrangements that
9 reduce reliance on the automobile. The Lakeview/Nuevo area is a
10 rural area of Riverside County which has no multi-modal
11 transportation opportunities currently available to its residence.
12 The Villages of Lakeview's more urban densities will be
13 developed along Ramona Expressway which is a major
14 transportation corridor (future CETAP Mid County Parkway) that
15 could encourage the development of future bus routes to the area,
16 including buses from the project site to the planned Metrolink
17 Perris Valley commuter rail line to the area, including buses from
18 the project site to the planned Metrolink Perris Valley commuter
19 rail line to be located adjacent to the I-215. The proposed The
20 Villages of Lakeview Specific Plan offers a mix of residential
21 commercial services with the commercial portion of the project
22 that residents will be able to access either by bike or by foot,
23 reducing their reliance on automobiles. The Villages of Lakeview
24 also allows for the opportunity for a Park and Ride to be
25 developed.

26 g. Prevent inappropriate development in areas that are
27 environmentally sensitive or subject to severe natural hazards. The
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1 Villages of Lakeview Specific Plan residential development is set
2 back 500 feet from the San Jacinto Wildlife Area and retains over
3 1,000 acres of open space in the Lakeview Mountains and along
4 the San Jacinto River, both environmentally sensitive areas. The
5 proposed The Villages of Lakeview Specific Plan, being part of the
6 Lakeview/Nuevo area, has a very low liquefaction potential.
7 Conformance with the Uniform Building Code standards,
8 enforcement of setbacks from local faults, and sound grading
9 practices will help to mitigate any potentially concerning
10 circumstances. Within the northern portion of the
11 Lakeview/Nuevo area and within the project site is the 100-year
12 flood plain. No habitable structures will be developed in the flood
13 plain. This area will be developed as park land or open space. The
14 toe of slope of the Lakeview Mountains have been identified has
15 having the potential for rockfall hazards. The project is designed
16 to address this issue, as discussed in the Geology/Soils section of
17 the EIR.

- 18 3.1 Accommodate land use development in accordance with the patterns and
19 distribution of use and density depicted on the General Plan Land Use
20 Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with
21 the following concepts: The Lakeview/Nuevo Area Plan's map designates
22 the approximate 2,800-acre project site with the following land uses:
23 Agriculture (AG) with and without a Community Development Overlay
24 (CDO), Rural Residential (RR) with a Community Development Overlay,
25 Low Density Residential – Rural Community (LDR-RC), Very Low
26 Density Residential – Rural Community (VLDR-RC), Rural Mountainous
27 (RM), Low Density Residential – Community Development (LDR – CD),
28

1 Open Space Conservation (OS-C), and Commercial Retail (CR).
2 Although an approximate 1,445-acre portion of the project is within the
3 Community Development General Plan Foundation or entitled to a
4 Community Development Overlay (CDO), the Lakeview/Nuevo Area PI
5 did not provide this CDO area with development standards or intensities
6 by which it should be developed, nor did the County provide developed
7 "Buildout" assumptions for this area in the Statistical Summary for the
8 Lakeview/Nuevo Area Plan or the General Plan. As defined in the
9 Lakeview/Nuevo Area Plan *Table 2: Statistical Summary of*
10 *Lakeview/Nuevo Area Plan*, the combined communities could expect
11 approximately 26,778 dwelling units at buildout within the 27.745 acres
12 that comprise Lakeview/Nuevo Area Plan. The Villages of Lakeview
13 Specific Plan proposes 11,150 homes within its 2,789 acres. By
14 comparison, the project area makes up approximately 10 percent of the
15 Lakeview/Nuevo Area Plan while the number of dwelling units makes up
16 42 percent of all the dwelling units anticipated. Based on the Area Plan's
17 statistics, there would be approximately 1 dwelling unit per acre while the
18 project would provide four times that density over its entire project area.
19 Within the project development the lowest density proposed is 5-8
20 dwelling units per acre to a high of 40 dwelling units per acre in the Town
21 Center. In June 2006, the Riverside County Board of Supervisors
22 approved a request by the applicant to proceed with a General Plan
23 Amendment to consider conversion of land within the project from
24 Agriculture, Rural, and Rural Community Foundations to the Open Space
25 and Community Development Foundations. The final outcome, if
26 approved, would result in approximately 1,095 acres in the Open Space
27 Foundation and approximately 1,684 acres in the Community
28

1 Development Foundation, according to the staff report from the June 2006
2 hearing. The findings and recommendations from this hearing can be
3 found in Appendix B (CD#3) of the DEIR. In this approval to proceed,
4 the County found that the Foundations are “unusually compelling” and
5 “based on ample evidence that new conditions or circumstances” exist that
6 justify modification on the General Plan which do not conflict with the
7 overall Riverside County Vision.

8 a. Accommodate communities that provide a balanced mix of land
9 uses, including employment, recreation, shopping, and housing.

10 The population of Riverside County is expected to be
11 approximately 3.4 million by 2030 and more housing units will be
12 needed to accommodate the new residents. At the countywide
13 level, the RCIP Vision Statement sets forth various topical visions
14 aimed at proactively dealing with the aforementioned need for
15 growth with its social and development issues, some of which
16 include: The idea that growth should not be forestalled but
17 accommodated with quality development; That population growth
18 is inevitable and therefore should be focused where it can be best
19 be accommodated; and That the County incentivize and stimulate
20 the development community “to exceed the norms of development
21 standards” to create “communities of excellence”. The proposed
22 project provides a mix of land uses within a master planned
23 community setting including a range of residential types, parks,
24 schools, over 1,000 acres of open space, commercial residential
25 mixed use, and public facilities. This comprehensive approach
26 will assist the County in meeting its vision and accommodating
27 project growth. The EIR evaluated in detail impacts to the
28

1 environment of the proposal; a fiscal impact report has been
2 prepared (Appendix K (CD#4)) which sets forth the conditions
3 under which the project will have a positive fiscal impact on the
4 County; infrastructure necessary to serve the project area is
5 evaluated in the specific plan and the EMWD Master Plan for
6 Water, Sewer, and Recycled Water in the Lakeview/Nuevo area
7 (EIR SCH 2007101043); and public services will be provided as
8 identified in the specific plan and addressed in the EIR.

- 9 b. Assist in and promote the development of infill and underutilized
10 parcels which are located in Community Development areas, as
11 identified on the General Plan Land Use Map. A large portion of
12 the proposed The Villages of Lakeview Specific Plan is proposed
13 for inclusion to a Community Development Overlay area as
14 identified by the RCIP. However, the existing properties within
15 the geographic area of The Villages of Lakeview have not
16 developed in accordance with those designations, so the existing
17 land uses of the geographic area of The Villages of Lakeview are
18 considered underutilized. Although those underutilized properties
19 are not within The Villages of Lakeview Specific Plan project area,
20 the development of the project, and the infrastructure that is
21 required, will indirectly facilitate the development of those
22 properties. Additionally, not all new development which will be
23 required to meet projected population demand within the County in
24 the next 25 years can be accommodated with infill development.
25 Therefore, because this project does develop parcels located with
26 Community Development areas, is not a traditional infill project,

1 and will assist in meeting the County's housing demand in the
2 future, it is consistent with the intent of the General Plan.

- 3 c. Create street and trail networks that directly connect local
4 destinations, and that are friendly to pedestrians, equestrians,
5 bicyclists, and others using non-motorized forms of transportation.

6 A multi-purpose trail system is provided along the side of several
7 level of roadway categories. All levels of street hierarchy include
8 a sidewalk and / or multi-purpose trail to facilitate pedestrian travel
9 and to permit pedestrian access to areas and trail within the
10 community. Pursuant to the Lakeview/Nuevo Area Plan, a
11 Community Trail is planned along the MWD Aqueduct. Trails are
12 also proposed to connect to the trails along the San Jacinto River.
13 The proposed development will not conflict with or hinder the
14 development of this trail.

- 15 d. Provide the opportunity to link communities through access to
16 multi-modal transportation systems. The Lakeview/Nuevo area is
17 a rural area of Riverside County which has no multi-modal
18 transportation opportunities currently available to its residence.
19 The Villages of Lakeview's more urban densities will be
20 developed along Ramona Expressway which is a major
21 transportation corridor (future CETAP Mid County Parkway) that
22 could encourage the development of future bus routes to the area,
23 including buses from the project site to the planned Metrolink
24 Perris Valley commuter rail line to the area, including buses from
25 the project site to the planned Metrolink Perris Valley commuter
26 rail line to be located adjacent to the I-215. The proposed The
27 Villages of Lakeview Specific Plan offers a mix of residential /
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1 commercial services with the commercial portion of the project
2 that residents will be able to access either by bike or by foot,
3 reducing their reliance on automobiles. The Villages of Lakeview
4 also allows for the opportunity for a Park and Ride to be
5 developed.

- 6 e. Encourage the provision of public art. Although the Specific Plan
7 did not include policies that addressed the provision of public art,
8 mitigation measure MM Land Use 3 was included in EIR No. 471
9 to encourage public art, and to provide a mechanism for
10 interpretation of some of the historic land uses of the project site.
11 Public art and/or historic interpretation art or exhibits, shall be
12 incorporated into the project in a minimum of three locations.
13 Therefore, the project when complete will be consistent with this
14 General Plan policy.

- 15 3.2 Use open space, greenways, recreational lands, and watercourses as
16 community separators. The Villages of Lakeview will provide setbacks
17 and the use of the natural terrain to provide separation between the City of
18 San Jacinto and the wildlife area. Along the northwest boundary the
19 project proposes a 500-foot greenbelt which serves as a setback for
20 development from the San Jacinto Wildlife Area which may include parks,
21 agriculture, drainage facilities, and trails. This separates the Wildlife Area
22 from the proposed project. Along the eastern project boundary, the project
23 proposes to designate the hills as open space which separates the project
24 area from the City of San Jacinto. In addition, PA 77 includes a
25 Community Separator Overlay which will provide visual separation and
26 monumentation signage along the Ramona Expressway at the eastern site
27 boundary.

1 4.1 Require that new developments be located and designed to visually
2 enhance, not degrade the character of the surrounding area through
3 consideration of the following concepts:

4 a. Compliance with the design standards of the appropriate area plan
5 land use category. The proposed The Villages of Lakeview
6 Specific Plan has developed its own Design Guidelines, based
7 partially on the Lakeview/Nuevo Design Guidelines.

8 b. Require that structures be constructed in accordance with the
9 requirements of the County's zoning, building, and other pertinent
10 codes and regulations. The Villages of Lakeview Specific Plan has
11 established its own set of zoning standards, and development will
12 occur in accordance with those requirements and with all other
13 applicable zoning regulations not in the specific plan. Building
14 codes and other pertinent regulations will be applied to the project
15 as it develops.

16 c. Require that an appropriate landscape plan be submitted and
17 implemented for development projects subject to discretionary
18 review. Prior to the issuance of building permits, the Planning
19 Dept. must approve plans for developed common open space areas,
20 including landscaping and irrigation plans. Plans include final
21 grading plans, irrigation plans certified by a landscape architect,
22 certified landscape plans, fence treatment, and special treatment /
23 buffer area treatment plans. The Villages of Lakeview Specific
24 Plan Development Standards support this.

25 d. Require that new development utilize drought tolerant landscaping
26 and incorporate adequate drought-conscious irrigation systems.
27 The proposed The Villages of Lakeview Specific Plan's conceptual
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1 landscape plan requires the implementation of water use efficiency
2 measures such as use of drought tolerant plants, grouping plans
3 with similar irrigation requirements, use of mulch, and water
4 efficient irrigation systems, consistent with County Ordinance No.
5 859, Article XIXf.

6 e. Pursue energy efficiency through street configuration, building
7 orientation, and landscaping to capitalize on shading and facilitate
8 solar energy, as provided for in Title 24 of the California
9 Administrative Code [Code of Regulations]. Passive energy
10 efficiency techniques will occur within the proposed The Villages
11 of Lakeview Specific Plan, including orientation of buildings,
12 planting trees to take advantage of sun and adequate roof
13 overhangs. Active energy efficiency measures will be addressed
14 and required on Title 24 for such methods as proper wall and
15 ceiling installation.

16 f. Incorporate water conservation techniques, such as groundwater
17 recharge basins, use of porous pavement, drought tolerant
18 landscaping, and water recycling, as appropriate. The Villages of
19 Lakeview Specific Plan maintains as much or more floodplain as
20 exists, so recharge will be maintained. Drought tolerant
21 landscaping will be implemented throughout the Specific Plan and
22 a demonstration garden is proposed, in order to educate
23 homeowners. The project will install nonpotable water lines to
24 utilize EMWD recycled water as it becomes available.

25 g. Encourage innovative and creative design concepts. Unique and
26 creative designs are encouraged and recommend providing
27 variation and interest in the development. Some of these elements
28

1 include building articulations, single story elements, roof forms
2 and pitches, shade and shadow relief, and varied architectural style.

3 h. Encourage the provision of public art. Although the Specific Plan
4 did not include policies that addressed the provision of public art,
5 mitigation measure MM Land Use 3 was included in EIR No. 471
6 to encourage public art, and to provide a mechanism for
7 interpretation of some of the historic land uses of the project site.
8 Public art and/or historic interpretation art or exhibits, shall be
9 incorporated into the project in a minimum of three locations.
10 Therefore, the project when complete will be consistent with this
11 General Plan policy.

12 i. Include consistent and well-designed signage that is integrated
13 with the building's architectural character. At the specific plan
14 level, no particular signs on buildings are proposed. Signage
15 standards within the specific plan are limited in their scope but will
16 conform to the project's design guidelines and Riverside County
17 Ordinance No. 348. The Design Guidelines provide for
18 monumentation of the community and signage. Commercial
19 signage will be submitted for approval by the County of Riverside
20 Planning Department.

21 j. Provide safe and convenient vehicular access and reciprocal access
22 between adjacent commercial uses. The project's circulation
23 system will be designed to provide safe and convenient vehicular
24 access to all commercial uses that complies with Riverside County
25 Transportation Department and Fire Department requirements.
26 During future site plan reviews, assessments can be made for the
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1 possibility of reciprocal access between adjacent commercial,
2 business park, and light industrial uses.

3 k. Locate site entries and storage bays to minimize conflicts with
4 adjacent residential neighborhoods. At the time of site plan
5 review, the Riverside County Planning Department will apply all
6 applicable design standards to minimize conflicts with adjacent
7 residential neighborhoods.

8 l. Mitigate noise, odor, lighting, and other impacts on surrounding
9 properties. To the extent feasible at the specific plan level, the EIR
10 has found these types of impacts to be less than significant or
11 reduced to a less than significant level through mitigation included
12 in the EIR.

13 m. Provide and maintain landscaping in open spaces and parking lots.
14 The design guidelines of The Villages of Lakeview Specific Plan
15 provide guidance for designing open space landscaping in common
16 areas and requires that the developer or an established association
17 maintain all common landscape areas. The Guidelines also require
18 that all areas not devoted to parking, drive aisles, building, or
19 operational areas shall be landscaped and permanently maintained
20 and parking lots will be landscaped in accordance with Riverside
21 County Ordinance No. 348 requirements.

22 n. Include extensive landscaping. The proposed The Villages of
23 Lakeview Specific Plan has developed unique Design Guidelines
24 which will encourage appropriate landscaping. The tree planting
25 and landscaping program in The Villages of Lakeview Specific
26 Plan is proposed to be extensive with the use of drought tolerant
27 and non-invasive plant species. The proposed The Villages of
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1 Lakeview Specific Plan will adhere to standards detailed in the
2 Specific Plan's landscaping standards and guidelines, and in
3 Riverside County Ordinance No. 348 and 859.

4 o. Preserve natural features, such as unique natural terrain, drainage
5 ways, and native vegetation, wherever possible, particularly where
6 they provide continuity with more extensive regional systems. The
7 natural features of the site include natural drainages and chaparral
8 types of vegetation within the Lakeview Mountains which are
9 supposed to be preserved in conservation open space. Some areas
10 of native vegetation along the San Jacinto River area also proposed
11 to be retained in open space. Both these areas are identified for
12 conservation and provide continuity with the regional system
13 identified in the Western Riverside County Multi-Species Habitat
14 Conservation Plan (MSHCP).

15 p. Require that new development be designed to provide adequate
16 space for pedestrian connectivity and access, recreational trails,
17 vehicular access and parking, supporting functions, open space,
18 and other pertinent elements. The project offers a trail network
19 along the public right-of-way with potential connections to a
20 regional trail network and access opportunities along the four mile
21 MWD aqueduct corridor. A minimum of four active parks
22 containing approximately 55 acres are included in The Villages of
23 Lakeview Specific Plan. Additionally, more than 50 acres of
24 passive parks are located adjacent to the San Jacinto Wildlife Area
25 (SJWA) and the Lakeview Mountains. An extensive trail system
26 connects parks, open space, and community facilities. Landscaped
27 streets include sidewalks for pedestrian access. The residential
28

1 community will have access to sidewalks and on-street bike lanes
2 within the greater area of Lakeview/Nuevo.

3 q. Design parking lots and structures to be functionally and visually
4 integrated and connected. Development within the proposed
5 project will comply with the specific plan's design guidelines and
6 applicable Riverside County zoning ordinance requirements
7 regarding the design and screening of parking areas.

8 r. Site buildings access points along sidewalks, pedestrian areas, and
9 bicycle routes, and include amenities that encourage pedestrian
10 activity. The Design Guidelines encourage buildings to be oriented
11 to public plazas and parks to encourage social gathering places for
12 the community. The guidelines also encourage development of
13 sidewalk cafes and outdoor restaurant seating. Within Town
14 Center area buildings will be fronted on major streets, internal
15 drive aisles, parking areas, and pedestrian areas. Entrances and
16 access points will be defined so they can be easily recognized.

17 s. Establish safe and frequent pedestrian crossings. Internal
18 sidewalks will connect to The Villages of Lakeview Specific Plan
19 development to internal parks and to other project areas.
20 Pedestrian connectivity and movement is emphasized in street and
21 parking areas designed with numerous crossing points at parking
22 and street improvements.

23 t. Create a human-scale ground floor environment that includes
24 public open areas that separate pedestrian space from auto traffic
25 or where mixed, it does so with special regard to pedestrian safety.
26 The Design Guidelines of The Villages of Lakeview provide
27 guidance for designing residential units with single-story elements.
28

1 Other provisions of The Villages of Lakeview, particularly the
2 central park in Planning Area 39 and the Mixed Use Village,
3 comply with this policy.

4 4.2 Require property owners to maintain structures and landscaping to a high
5 standard of design, health, and safety through the following:

6 a. Provide proactive code enforcement activities. The proposed The
7 Villages of Lakeview Specific Plan Design Guidelines will
8 complement the County-wide Design Guidelines applicable to this
9 area.

10 b. Promote programs and work with local service organizations and
11 educational institutions to inform residential, commercial, and
12 industrial property owners and tenants about property maintenance
13 methods. The Villages of Lakeview Specific Plan requires that a
14 Homeowner's Association shall be established for the specific plan
15 area, to assume ownership and maintenance responsibility for all
16 common recreation, open space, private circulation systems within
17 gated communities and within multi-family complexes, and
18 landscaped areas. The Homeowners' Association will enforce any
19 property and landscaping maintenance requirements established by
20 the association and as appropriate will provide homeowners will
21 information regarding maintenance methods. Ongoing educational
22 programs including property maintenance methods are a part of
23 The Villages of Lakeview community.

24 c. Promote and support community and neighborhood based efforts
25 for the maintenance, upkeep, and renovation of structures and sites.
26 The Villages of Lakeview Specific Plan requires that a
27 Homeowner's Association shall be established for the specific plan
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1 area, to assume ownership and maintenance responsibility for all
2 common recreation, open space, private circulation systems within
3 gated communities and within multi-family complexes, and
4 landscaped areas. The Homeowners' Association will enforce any
5 property and landscaping maintenance requirements established by
6 the association and as appropriate will provide homeowners will
7 information regarding maintenance methods. Ongoing educational
8 programs including property maintenance methods are a part of
9 The Villages of Lakeview community.

- 10 5.1 Ensure that development does not exceed the ability to adequately provide
11 supporting infrastructure and services, such as libraries, recreational
12 facilities, transportation systems, and fire/police/medical services.

13 Through the payment of Riverside County's required development impact
14 fees (Ordinance No. 659), the implementation of the Periodic Medical
15 Needs Assessment, which is required by Mitigation Measure 4.15.7A of
16 the County General Plan EIR, and the implementation of mitigation
17 measures listed in the EIR, the impacts of the proposed The Villages of
18 Lakeview Specific Plan to public facilities and services will be less than
19 significant.

- 20 5.2 Monitor the capacities of infrastructure and services in coordination with
21 service providers, utilities, and outside agencies and jurisdictions to ensure
22 that growth does not exceed acceptable levels of service. The project

23 proponent and utility providers will monitor growth and utility demand to
24 ensure that the utility agency maintains adequate levels of service to the
25 area. The payment of Riverside County's required development impacts
26 fees (Ord. No. 659) and the implementation of mitigation measures listed

1 in the EIR shall ensure that growth is provided with appropriate
2 infrastructures for adequate level of services.

3 5.3 Review all projects for consistency with individual urban water
4 management plans. The Eastern Municipal Water District has prepared a
5 Water Supply Assessment which considered the District's Urban Water
6 Management Plan and determined that the District has adequate water to
7 supply to serve the proposed The Villages of Lakeview Specific Plan.

8 5.4 Ensure that development and conservation land uses do not infringe upon
9 existing public utility corridors, including fee owned rights-of-way and
10 permanent easements, whose true land use is that of "public facilities".
11 This policy will ensure that the "public facilities" designation governs
12 over what otherwise may be inferred by the large scale general plan maps.
13 The Villages of Lakeview designates several "public facilities" planning
14 areas, and will ensure that land uses do not infringe on existing public
15 utility corridors, such as the MWD easement that traverses through the
16 project site.

17 6.1 Require land uses to develop in accordance with the General Plan and area
18 plans to ensure compatibility and minimize impacts. The
19 Lakeview/Nuevo Area Plan's map designates the approximate 2,800-acre
20 project site with the following land uses: Agriculture (AG) with and
21 without a Community Development Overlay (CDO), Rural Residential
22 (RR) with a Community Development Overlay, Low Density Residential
23 - Rural Community (LDR-RC), Very Low Density Residential - Rural
24 Community (VLDR-RC), Rural Mountainous (RM), Low Density
25 Residential - Community Development (LDR - CD), Open Space
26 Conservation (OS-C), and Commercial Retail (CR). Although an
27 approximate 1,445-acre portion of the project is within the Community
28

1 Development General Plan Foundation or entitled to a Community
2 Development Overlay (CDO), the Lakeview/Nuevo Area Pl did not
3 provide this CDO area with development standards or intensities by which
4 it should be developed, nor did the County provide developed "Buildout"
5 assumptions for this area in the Statistical Summary for the
6 Lakeview/Nuevo Area Plan or the General Plan. As defined in the
7 Lakeview/Nuevo Area Plan *Table 2: Statistical Summary of*
8 *Lakeview/Nuevo Area Plan*, the combined communities could expect
9 approximately 26,778 dwelling units at buildout within the 27.745 acres
10 that comprise Lakeview/Nuevo Area Plan. The Villages of Lakeview
11 Specific Plan proposes 11,150 homes within its 2,789 acres. By
12 comparison, the project area makes up approximately 10 percent of the
13 Lakeview/Nuevo Area Plan while the number of dwelling units makes up
14 42 percent of all the dwelling units anticipated. Based on the Area Plan's
15 statistics, there would be approximately 1 dwelling unit per acre while the
16 project would provide four times that density over its entire project area.
17 Within the project development the lowest density proposed is 5-8
18 dwelling units per acre to a high of 40 dwelling units per acre in the Town
19 Center. In June 2006, the Riverside County Board of Supervisors
20 approved a request by the applicant to proceed with a General Plan
21 Amendment to consider conversion of land within the project from
22 Agriculture, Rural, and Rural Community Foundations to the Open Space
23 and Community Development Foundations. The final outcome, if
24 approved, would result in approximately 1,095 acres in the Open Space
25 Foundation and approximately 1,684 acres in the Community
26 Development Foundation, according to the staff report from the June 2006
27 hearing. The findings and recommendations from this hearing can be
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1 found in Appendix B (CD#3) of the DEIR. In this approval to proceed,
2 the County found that the Foundations are “unusually compelling” and
3 “based on ample evidence that new conditions or circumstances” exist that
4 justify modification on the General Plan which do not conflict with the
5 overall Riverside County Vision. This project will have potential impacts
6 on the nearby communities and uses, however, setbacks and buffers
7 incorporated in the specific plan and mitigation measures included in the
8 EIR reduce all significant impacts to less than significant levels which
9 ensure compatibility issues are minimized.

10 6.3 Consider the positive characteristics and unique features of the project site
11 and surrounding community during the design and development process.

12 With respect to natural site characteristics, The Villages of Lakeview
13 Specific Plan utilizes three unique areas within the specific plan area as
14 passive open space areas: the Lakeview Mountains in the southeastern
15 portion of the specific plan, the Metropolitan Water District aqueduct that
16 runs through the central part of the specific plan, and the area in the
17 northwest portion of the specific plan adjacent to the San Jacinto River
18 and the SJWA. These unique areas will be incorporated into the passive
19 recreation and /or open spaces of the specific plan. Nuevo Development
20 Corporation has an on-going outreach program in place that addresses the
21 concerns of 1) local citizens, 2) environmentalists, and 3) Native
22 Americans; Nuevo has been collaborating with these groups for more than
23 three years. Nuevo Development Corporation took a leadership role in
24 creating a coalition of developers in the area to address infrastructure
25 issues through good regional planning efforts. Nuevo Development
26 Corporation’s support of efforts by Nutrilite and McAnally Enterprises to
27 retain an possibly expand their businesses locally is another example of
28

1 how the unique characteristics and features of the site and surrounding
2 community have been taken into consideration during the development
3 process.

4 6.4 Retain and enhance the integrity of existing residential, employment,
5 agricultural, and open space areas by protecting them from encroachment
6 of land uses that would result in impacts from noise, noxious fumes, glare,
7 shadowing, and traffic. Currently, the proposed The Villages of Lakeview
8 Specific Plan project site and surrounding lands are currently used for
9 open farmland, agricultural activities, and rural residential living.
10 However, the Lakeview/Nuevo area is rapidly developing with residential
11 land uses in its western boundaries near the City of Perris. Riverside
12 County has acknowledged that the geographic area of The Villages of
13 Lakeview Specific Plan will be developed with urban / suburban densities
14 by the placement of the Community Development Overlay. Additionally,
15 the Design Guidelines of the Specific Plan will provide for the buffering
16 of the surrounding community from this development.

17 6.5 Require buffering to the extent possible between urban uses and adjacent
18 rural/equestrian oriented land uses. The proposed The Villages of
19 Lakeview Specific Plan has equestrian trails running through it that will
20 continue to provide linkages to some of the rural / equestrian oriented land
21 uses; and the Specific Plan proposes various trails along some of the
22 perimeters of the project site adjacent to the existing rural uses to preserve
23 access to open space areas and offer a buffer between the project's urban
24 development and those uses. In addition, The Villages of Lakeview will
25 be buffered from the existing rural and equestrian properties through the
26 use of equestrian trails, open space areas, and site-specific designs. A
27 500-foot buffer is proposed between the development area and the SJWA.
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1 A 300-foot buffer between project development and active agricultural
2 uses is required by mitigation in the EIR.

3 6.6 Require buffering between urban uses and adjacent rural/equestrian
4 oriented land uses. The proposed The Villages of Lakeview Specific Plan
5 has equestrian trails running through it that will continue to provide
6 linkages to some of the rural / equestrian oriented land uses; and the
7 Specific Plan proposes various trails along some of the perimeters of the
8 project site adjacent to the existing rural uses to preserve access to open
9 space areas and offer a buffer between the project's urban development
10 and those uses. In addition, The Villages of Lakeview will be buffered
11 from the existing rural and equestrian properties through the use of
12 equestrian trails, open space areas, and site-specific designs. A 500-foot
13 buffer is proposed between the development area and the SJWA. A 300-
14 foot buffer between project development and active agricultural uses is
15 required by mitigation in the EIR.

16 7.1 Accommodate the development of a balance of land uses that maintain
17 and enhance the County's fiscal viability, economic diversity, and
18 environmental integrity. The proposed The Villages of Lakeview is a
19 primarily residential specific plan, with some commercial and public
20 facilities uses also allowed. The Fiscal Impact Analysis for this specific
21 plan identify the conditions under which development of the project would
22 have a positive impact on the County's General Fund, and other public
23 facilities funds, thus enhancing the County's fiscal viability. Although
24 there are no areas designed for industrial or office uses within the project
25 area, the project allows for the development of up to 500,000 square feet
26 of retail / commercial uses. The environmental integrity of the project

1 area and the County is being preserved through the conservation of over
2 1,000 acres of open space.

3 7.2 Promote and market the development of a variety of stable employment
4 and business uses that provide a diversity of employment opportunities.

5 The proposed The Villages of Lakeview Specific Plan will include up to
6 500,000 square feet of commercial development, which would provide the
7 area with new businesses and increase employment opportunities.

8 7.3 Promote the development of focused employment centers rather than
9 inefficient strip commercial development. The Villages of Lakeview

10 Specific Plan proposal includes up to 500,000 square feet of commercial
11 development, which would provide the area with new businesses and
12 increase employment opportunities.

13 7.12 Improve the relationship and ratio between jobs and housing so that
14 residents have an opportunity to live and work within the County. The

15 proposed The Villages of Lakeview Specific Plan will include up to
16 500,000 square feet of commercial development, which would provide the
17 area with new businesses and increase employment opportunities for
18 residents within the area.

19 8.1 Provide for permanent preservation of open space lands that contain
20 important natural resources, hazards, water features, watercourses, and

21 scenic and recreational values. The proposed The Villages of Lakeview
22 Specific Plan proposes to establish 1,013 acres of Open Space
23 Conservation lands with trails of which 927.4 acres are in the Lakeview
24 Mountains and over 34 acres in the flood plain. By designating this area
25 as Open Space, this land offers the community scenic and recreational
26 value and important natural resources.

1 8.2 Require that development protect environmental resources by compliance
2 with the Multipurpose Open Space Element of the General Plan and
3 Federal and State regulations such as CEQA, NEPA, the Clean Air Act,
4 and the Clean Water Act. The project is in compliance with all applicable
5 federal, state, and local regulations that protect environmental resources,
6 including the Western Riverside MSHCP, the General Plan's Open Space
7 Element, Clean Air Act and the Clean Water Act. The proposed Specific
8 Plan and all future implementing development proposals will comply with
9 applicable provisions of the California Environmental Quality Act
10 (CEQA).

11 8.3 Incorporate open space, community greenbelt separators, and recreational
12 amenities into Community Development areas in order to enhance
13 recreational opportunities and community aesthetics, and improve the
14 quality of life. The proposed The Villages of Lakeview Specific Plan
15 proposes to establish 1,013 acres of Open Space with trails of which 927.4
16 acres has been designated for Rural Mountain residential development but
17 which will now be preserved in conservation Open Space. Additionally,
18 the Specific Plan includes equestrian and mix-use trails, a greenbelt trail
19 along the MWD aqueduct, several parks containing at least 78 acres,
20 which could include play equipment, pool, picnic tables, and passive play
21 areas, and over 106 acres of passive parks and trailheads. These amenities
22 will enhance recreational opportunities and community aesthetics and
23 improve the quality of life compliant with Policy LU 8.3. In addition, PA
24 77 includes a Community Separator Overlay which requires that a
25 Community Separator be provided at the edge where the project abuts the
26 City of San Jacinto.

1 8.4 Allow development clustering and/or density transfers in order to preserve
2 open space, natural resources, and/or biologically sensitive resources. The
3 project proposes to cluster development into medium-high, high density,
4 and very-high density residential housing. The increase in residential
5 density and clustering will allow for preservation of over 1,000 acres of
6 open space which includes biologically sensitive resources in Lakeview
7 Mountains and along the San Jacinto River.

8 8.5 In conjunction with the CEQA review process, evaluate the potential for
9 residential projects not located within existing parks and recreation
10 districts or County Service Areas (CSAs) that provide for neighborhood
11 and community park development and maintenance to be annexed to such
12 districts or CSAs, and require such annexation where appropriate and
13 feasible. At the time of the recordation of final subdivision map(s), the
14 applicant and/or developer shall convey common greenbelt, common open
15 space areas, and neighborhood parks to the master property owner's
16 association or appropriate public maintenance agency.

17 9.1 Require that new development contribute their fair share to fund
18 infrastructure and public facilities such as police and fire facilities. The
19 proposed project will be required to pay its fair share of public safety and
20 infrastructure-related mitigation fees as per Riverside County Ordinance
21 No. 659.6. Additionally, the proposed project will allow for the
22 development of public facilities within the project area.

23 9.2 Require a fiscal impact analysis for specific plans and major development
24 proposals so as not to have a negative fiscal impact on the County. The
25 applicant submitted a Fiscal Impact Analysis for the Villages of Lakeview
26 dated January 19, 2009 (2009 FIA) (Appendix K to the DEIR, CD#4).
27 That report shows that using August 2007 pricing levels (See Table 3 in
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1 the 2009 FIA) there is projected to be a net fiscal surplus for the County as
2 a result of implementation of the proposed project. The January 2009
3 report also provided a fiscal impact analysis using December 2008 pricing
4 levels (See Table 2 in the 2009 FIA). The 2009 FIA shows a slight deficit
5 in the year 2020 which continues forward to year 2030, although the
6 project has a positive fiscal impact on the Fire Fund and Library
7 Fund. The 2009 FIA states that the Developer cannot afford to invest
8 capital dollars to start the Project until prices at least meet August 2007
9 pricing levels, if not higher, and when this occurs, all other assumptions
10 holding equal, the project will have a positive fiscal impact on the County
11 at build-out and 10 years projecting forward. Therefore, although the
12 2009 FIA identified a deficit using December 2008 pricing levels, the
13 project will not commence until market conditions warrant, i.e., until
14 prices meet August 2007 pricing levels. When that occurs, the projections
15 set forth in the 2009 FIA based upon the August 2007 pricing
16 levels demonstrate that the project will have a positive fiscal impact on the
17 County.

18 10.1 Provide sufficient commercial and industrial development opportunities in
19 order to increase local employment levels and thereby minimize long-
20 distance commuting. The Land Use Designations within the town center
21 of the project area are intended for commercial development with a limit
22 of 500,000 square feet of retail floor area which equates to approximately
23 1,000 jobs. The project also proposes approximately 11,150 homes which
24 would equate to approximately 34,000 inhabitants which will also create a
25 secondary tier of jobs such as landscape maintenance, mail carriers,
26 teachers, etc. Since the project area is situated in a rural area, outside of
27 an existing urban core, the number of available jobs in the area is currently
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1 limited. Although this project will increase local employment
2 opportunities, many of the residents of the proposed project will need to
3 commute outside of the community. To address this potential need for
4 commuting, the project includes a transit center and the applicant is
5 required to coordinate with the local transit company to see that service is
6 provided (MM Air 13). A community vehicle which can provide
7 commuter service to the Perris Valley Metrolink line is also required (MM
8 Air 11) and which can be used to minimize trips within the project as well.
9 Because commuting may be required, the project is designed to allow
10 residents to stay out of their cars once they return home. In addition to the
11 clustered and mixed use land plan, Development Standards and mitigation
12 measures require the project to: engage in public outreach efforts aimed at
13 informing residents about opportunities to utilize walking, public
14 transportation, carpooling, and bicycles; provide adequate bicycle parking,
15 designate parking spaces for high-occupancy vehicles and provide larger
16 parking spaces to accommodate vans used for ride sharing at the transit
17 center, library, public community center, Central Park parking area, and in
18 commercial areas. In addition, the project will hold acreage within the
19 Town Center for office uses, so that not all jobs created are
20 commercial/retail. Thus, the project provides both jobs and ways to
21 reduce individual vehicle trips for commuting, and reduces the need for
22 vehicle trips within the community which contributes to the project's
23 overall consistency with the General Plan overall despite this fact that the
24 amount of commercial/industrial development proposed is limited and
25 may not fully address the goals of this policy.

26 10.2 Ensure adequate separation between pollution producing activities and
27 sensitive emission receptors, such as hospitals, residences, and schools.
28

1 The Ramona Expressway is anticipated to produce pollution, in the form
2 of diesel exhaust. No hospitals are proposed in the project, and all schools
3 are planned to be located at least 500 feet from the Ramona Expressway
4 and other major arterials in the project site which is considered to provide
5 adequate separation pursuant to guidance from the California Air
6 Resources Board. The project proposes residential development adjacent
7 to the Expressway and although development will be setback and
8 separated, where appropriate, from the Expressway with walls or other
9 buffering, there will be residences within 500 feet of the Ramona
10 Expressway. As noted above, the California Air Resources Board
11 guidance for siting new sensitive land uses to help reduce adverse air
12 quality impacts recommends a 500-foot buffer between sensitive land uses
13 and freeways or urban roads with 100,000 vehicles per day (i.e., Ramona
14 Expressway). The siting of residential uses within 500 feet of major
15 arterials and the Ramona Expressway is, however, a condition that occurs
16 throughout the County's General Plan, therefore, the project's siting of
17 residential uses is consistent with the County General Plan's siting of land
18 uses, despite this individual situation.

19 10.3 Accommodate the development of community centers and concentrations
20 of development to reduce reliance on the automobile and help improve air
21 quality. The Villages of Lakeview Specific Plan creates its own master-
22 planned consisting of medium high density, high density, and very high
23 density residential types, three proposed K-8 schools, mixed-use
24 commercial / residential, parks and open space that collectively may
25 contain the attributes that contribute to a community center. Accordingly,
26 The Villages of Lakeview will concentrate the densest residential
27 developments surrounding the proposed Mixed-Use Village thus reducing
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1 the reliance on automobiles. The Villages of Lakeview has been designed
2 to promote walkability, with extensive trails and pedestrian linkages
3 between residential areas, community areas and commercial areas.
4 Moreover, provisions for transit, biking and an electric vehicle charging
5 station at the public community center and/or commercial center are
6 included as part of the project to improve air quality and promote other
7 means of transportation.

8 10.4 Provide options to the automobile in communities, such as transit, bicycle
9 and pedestrian trails, to help improve air quality. The Villages of
10 Lakeview Specific Plan proposes sidewalks along all streets and as
11 extensive network of trails along most major roadways as a way to offer
12 pedestrian and bicycle “friendly” means of travel with the intent of
13 providing options to the use of the automobile for internal project area
14 travel as a way to help improve air quality.

15 11.1 Apply the following policies to areas where development is allowed and
16 that contain natural slopes, canyons, or other significant elevation changes,
17 regardless of land use designation:

18 c. Require that areas with slope be developed in a manner to minimize the
19 hazards from erosion and slope failures. The proposed project
20 development retains over 1,000 acres of open space in the Lakeview
21 Mountains, which has been found to have potential for rockfall hazards.
22 In addition, those areas proposed for development that have slopes will be
23 analyzed at the time of implementing development applications for
24 erosion and slope stability.

25 f. Encourage the limitation of grading, cut, and fill to the amount
26 necessary to provide stable areas for structural foundations, street rights-
27 of-way, parking facilities, and other intended uses. The Villages of
28

1 Lakeview has been designed to limit as much as possible the amount of
2 grading in the project area.

3 12.1 Provide land use arrangements that reduce reliance on the automobile and
4 improve opportunities for pedestrian, bicycle, and transit use in order to
5 minimize congestion and air pollution. The Villages of Lakeview Specific
6 Plan proposes high density residential development along a transportation
7 corridor and also proposes an area of mixed-use development combining
8 commercial and residential. Locating higher density development along
9 the Ramona Expressway (future CETAP Mid County Parkway) will
10 encourage bus transit connections to rail service which will help reduce
11 congestion and air pollution. This combination will improve opportunities
12 to rail service which will help reduce congestion and air pollution. This
13 combination will improve opportunities for pedestrian, bicycle, and transit
14 uses. The Specific Plan also proposes sidewalks along all streets and an
15 extensive network of trails along most major roadways as a way to offer
16 pedestrian and “bicycle-friendly” means of travel with the intent of
17 providing options to the use of the automobile for internal project area as a
18 way to help improve air quality. Provisions for transit, biking and an
19 electric vehicle charging station at the public community center and/or
20 commercial center are included as part of the project to improve air quality
21 and promote other means of transportation. The Villages of Lakeview will
22 also provide a transit center, including a bus stop and park-n-ride lot to
23 facilitate carpooling and/or use of public transportation. These design
24 elements within the project area will help to minimize roadway congestion
25 and air pollution.

26 12.2 Locate employment and service uses in areas that are easily accessible to
27 existing or planned transportation facilities. The Specific Plan is a
28

1 concentrated residential development that proposes commercial and
2 service uses near the Ramona Expressway, an urban arterial. The
3 Riverside Transit Agency (RTA) does not currently provide bus service in
4 this portion of Riverside County. The location of these employment and
5 service uses along the Ramona Expressway will encourage bus transit
6 connections to planned commuter rail service near the I-215. As
7 development occurs, bus access (bus stops) to the project site should be
8 provided. Pursuant to mitigation measure MM Air 8, The Villages of
9 Lakeview will provide a transit center, including a bus stop and park-n-
10 ride lot to facilitate carpooling and/or use of public transportation.

11 12.3 Locate transit stations in community centers and at places of public,
12 employment, entertainment, recreation, and residential concentrations.

13 The Villages of Lakeview Specific Plan is a concentrated residential
14 development that proposes some commercial and service uses near the
15 Ramona Expressway. The Riverside Transit Agency (RTA) does not
16 currently provide bus service in this portion of Riverside County. The
17 location of these employment and service uses along the Ramona
18 Expressway will encourage bus transit connections to planned commuter
19 rail service near the I-215. As development occurs, bus assess (bus stops)
20 to the project site should be provided. Pursuant to mitigation measure
21 MM Air 8, The Villages of Lakeview will provide a transit center,
22 including a bus stop and park-n-ride lot to facilitate carpooling and / or use
23 of public transportation. Proof of compliance will be required prior to the
24 issuance of the 2,632nd building permit.

25 12.4 Incorporate safe and direct multi-modal linkages in the design and
26 development of projects, as appropriate. The proposed project has been
27 designed to incorporate sidewalks for pedestrians along all roadways.
28

1 This system will provide the members of the community an alternate
2 method of travel in order to reduce residents' reliance on automobiles to
3 reach these destinations. Vehicular access to all portions of the project
4 site will be designed and developed in compliance with Riverside County
5 standards. An extensive system of trails for bikes and pedestrians
6 connects residential areas to local services and shopping, as well as to
7 regional trails and open space.

8 12.5 Allow traffic-calming elements, such as narrow streets, curb bulbs,
9 textured paving, and landscaping, where appropriate. Traffic-calming
10 elements such as street tapers and roundabouts are proposed within The
11 Villages of Lakeview Specific Plan. Landscaping will also be utilized as
12 an integral part of the internal roadways as a traffic-calming element.

13 12.6 Require that adequate and accessible circulation facilities exist to meet the
14 demands of a proposed land use. Implementation of mitigation measures
15 described in the Traffic Section of the EIR will ensure that demands of the
16 project circulation will be met.

17 13.1 Preserve and protect outstanding scenic vistas and visual features for the
18 enjoyment of the traveling public. Retention of the mountains as open
19 space avoids substantial damage to scenic resources for the traveling
20 public. The aesthetics section of the EIR evaluated potential impacts to
21 the scenic resources listed and determined that all potential significant
22 adverse impacts associated with the proposed project were found to be less
23 than significant without mitigation with the exception of the development
24 of the proposed tank(s) in the Lakeview Mountains. With implementation
25 of mitigation measures in the aesthetic section of the EIR, impacts to the
26 scenic highway from the tank(s) will be less than significant.

1 13.2 Incorporate riding, hiking, and bicycle trails and other compatible public
2 recreational facilities within scenic corridors. The project offers a local
3 trail network along the public right-of-way with potential connections to
4 the MWD aqueduct corridor. A minimum of four active parks containing
5 approximately 55 acres are included in The Villages of Lakeview Specific
6 Plan. Additionally, more than 50 acres of passive parks are located
7 adjacent to the San Jacinto Wildlife Area (SJWA) and the Lakeview
8 Mountains. An extensive trail system connects parks, open space and
9 community facilities.

10 13.3 Ensure that the design and appearance of new landscaping, structures,
11 equipment, signs, or grading within Designated and Eligible State and
12 County scenic highway corridors are compatible with the surrounding
13 scenic setting or environment. All buildings in The Villages of Lakeview
14 Specific Plan will utilize elements of architectural styles described in the
15 Specific Plan's Design Guidelines and will enhance the character of the
16 area. With sufficient buffering, landscaping, and separation from the
17 adjacent properties as described under previous policies, the project would
18 not degrade the character of the immediate area.

19 13.4 Maintain at least a 50-foot setback from the edge of the right-of-way for
20 new development adjacent to Designated and Eligible State and County
21 Scenic Highways. Retention of the mountains as open space avoids
22 substantial damage to scenic resources for the traveling public. The
23 aesthetics section of the EIR evaluated potential impacts to the scenic
24 resources listed and determined that all potential significant adverse
25 impacts associated with the proposed project were found to be less than
26 significant without mitigation with the exception of the development of
27 the proposed tank(s) in the Lakeview Mountains. With implementation of
28

1 mitigation measures in the aesthetic section of the EIR, impacts to the
2 scenic highway from the tank(s) will be less than significant.

3 13.5 Require new or relocated electric or communication distribution lines,
4 which would be visible from Designated and Eligible State and County
5 Scenic Highways, to be placed underground. The Public Facilities and
6 Phasing Requirements of the project requires any new electric or
7 communication facilities to be placed underground. There are existing
8 electrical and communication lines that are above ground, some of which
9 are too big to be placed under ground. Placing these existing lines are at
10 the discretion of the responsible agencies.

11 13.6 Prohibit offsite outdoor advertising displays that are visible from
12 Designated and Eligible State and County Scenic Highways. The zoning
13 ordinance for the project prohibits outdoor advertising displays.

14 13.7 Require that the size, height, and type of on-premise signs visible from
15 Designated and Eligible State and County Scenic Highways be the
16 minimum necessary for identification. The design, materials, color, and
17 location of the signs shall blend with the environment, utilizing natural
18 materials where possible. The Design Guidelines for the project addresses
19 size, height, and type of sign allowed for the project.

20 13.8 Avoid the blocking of public views by solid walls. The aesthetic section
21 of the EIR states that the project will avoid, where feasible, placing solid
22 walls to avoid blocking the public view.

23 16.1 Encourage retaining agriculturally designated lands where agricultural
24 activity can be sustained at an operational scale, where it accommodates
25 lifestyle choice, and in locations where impacts to and from potentially
26 incompatible uses, such as residential uses, are minimized, through
27 incentives such as tax credits. The Villages of Lakeview Specific Plan
28

1 would not retain the Agricultural (AG) designated lands within the project
2 area. The Lakeview/Nuevo Area Plan contains 2,031 acres of AG
3 designated land which is 7.3 percent of the all land comprising this Area
4 Plan. Within Riverside County, only the San Jacinto Valley Area Plan
5 designates a greater percentage of land to AG with 9.4 percent. The
6 majority of the Lakeview/Nuevo AG designated land is concentrated
7 along the northern boundary of the Lakeview area and separated from
8 other communities by dedicated conservation or park lands. The Villages
9 of Lakeview project designates development upon approximately 106
10 acres of AG land not covered by the CDO. A Community Development
11 Overlay exists over 714 acres of this AG land allowing this property to be
12 developed with a wide variety of land uses permitted under the
13 Community Development Foundation. The approximately 820 acres
14 represent 40 percent of all the AG designated land within the
15 Lakeview/Nuevo Area Plan. The project is consistent with the CDO and
16 CDF intent. The 106 acres of AG designated land will be converted to
17 CDF within the standard 2.5-year provision of 7% agriculturally
18 designated land conversions. The first 2½-Year Cycle commenced
19 January 1, 2004. The Ramona Expressway and the Lakeview Mountains
20 will separate most of the proposed residential development from the
21 remaining Agriculturally designated lands to the north. A 300-foot
22 setback between development and active agricultural uses is required as
23 mitigation within the EIR to provide better land use compatibility between
24 developed areas and areas still retained for agricultural operations. The
25 County of Riverside General Plan accounted for approximately 22,000
26 acres of land designated as Agriculture Foundation in the 2003 General
27 Plan in the western part of the County. This does not account for
28

1 subsequent annexations, incorporations, or policy areas. As of April 2008,
2 less than 100 acres of land designated as Agriculture Foundation had been
3 converted to other land use Foundation designations since the adoption of
4 the General Plan. This represents less than 1 percent over 4½ years. The
5 current Agricultural Foundation conversion cycle allowance for 1/1/09–
6 6/30/11 is approximately 4,500 acres of agricultural land because prior
7 cycles had such few acres converted. Therefore, even if the project were to
8 convert all approximately 800 acres during this cycle, it would be well
9 within the allowance. Based on the conversions that have already taken
10 place, the County has not exceeded the land that can be converted every
11 2½ years and the project will not exceed the limits established in this
12 General Plan process. Therefore, although agricultural land will be
13 converted to development, the project is consistent with the GP because
14 over 700 of the over 800 acres of existing agriculture that will be lost are
15 designated CDO, and because the conversion of the remaining
16 approximately 106 acres during the 2½-year 7% cycle is well below the
17 allotments set up as part of the GP, the project is consistent with the
18 General Plan.

19 16.2 Protect agricultural uses, including those with industrial characteristics
20 (dairies, poultry, hog farms, etc.) by discouraging inappropriate land
21 division in the immediate proximity and allowing only uses and intensities
22 that are compatible with agricultural uses. The Ramona Expressway and
23 the Lakeview Mountains will separate most of the prepared residential
24 development from the remaining Agriculturally designated land to the
25 north. To avoid potential land use compatibility impacts, a 300-foot
26 setback between development and agricultural uses is required as
27 mitigation within the EIR.
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1 16.4 Encourage conservation of productive agricultural lands. Preserve prime
2 agricultural lands for high-value crop production. The Villages of
3 Lakeview Specific Plan and its related General Plan Amendment will
4 eliminate the AG designation within the project boundaries. Designated
5 Farmland is a resource based on soil types which is regulated by the
6 California Department of Conservation. The Department of Conservation
7 maintains maps identifying important farmland across the state. Based on
8 the maps for Western Riverside County, the project site is identified as
9 having Prime Farmland, Farmland of Statewide Importance, and Farmland
10 of Local Importance. Prime Farmland includes lands with the best
11 combination of physical and chemical features for the production of
12 agricultural crops, and encompass approximately 246 acres. Unique
13 Farmland includes 23 acres on-site. Farmland of Local Importance
14 encompasses approximately 839 acres, which includes a broad spectrum
15 of lands. Currently, there is approximately 250 acres of active
16 agriculturally productive lands, 89 acres of active egg production, and 150
17 acres active thoroughbred ranch. The proposed project does not
18 accommodate the preservation of these designated Farmlands, however,
19 some local agricultural uses may be allowed such as community and / or
20 demonstration gardens. Mitigation measures within Section 5.2 of the EIR
21 require agricultural easements on off-site lands within the area, setbacks
22 from some existing agriculture, and community gardens on-site.

23 16.6 Require consideration of State agricultural land classification
24 specifications when a 2 ½-year Agriculture Foundation amendment to the
25 General Plan is reviewed that would result in a shift from an agricultural
26 to a non-agricultural use. The Riverside County Board of Supervisors has
27 given permission for this project to proceed with a Foundation Component
28

1 Amendment to the Land Use Element of the General Plan. In addition,
2 714 acres of the areas within The Villages of Lakeview that are designated
3 for Agriculture also have a Community Development Overlay. This
4 means that the 2 1/2 -year Agricultural Foundation General Plan
5 Amendment cycle is applicable to approximately 106 acres of the project.

6 16.7 Adhere to Riverside County's Right-to-Farm Ordinance. Any tentative
7 residential subdivision that is within 300 feet of the agriculturally-zoned
8 properties to the north of the project site will provide notice to the future
9 landowners in accordance with Ordinance No. 625. To be consistent with
10 the ordinance, a 300-foot setback between development and active
11 agricultural uses is required as mitigation within the EIR.

12 17.1 Require that grading be designed to blend with undeveloped natural
13 contours of the site and avoid an unvaried, unnatural, or manufactured
14 appearance. The project area is relatively flat and will not encroach upon
15 the very steep hillsides. However, some Planning Areas of the Specific
16 Plan will require terraced grading. The specific plan Development
17 Standards require that grading within these areas provide slopes that avoid
18 an unvaried, unnatural, or manufactured appearance where the grading
19 intersects with the natural slopes.

20 17.2 Require that adequate and available circulation facilities, water resources,
21 sewer facilities and/or septic capacity exist to meet the demands of the
22 proposed land use. At the present time there are not adequate facilities
23 available to meet the needs of The Villages of Lakeview. However,
24 through County regulations and mitigation measures, which include the
25 payment of development impact fees, and the construction of utility
26 facilities, facilities can be constructed to meet the needs of the proposed
27 project. The EMWD Master Plan of Water, Sewer, and Recycled Water
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1 facilities identifies needed infrastructure which is evaluated in its
2 respective EIR (SCH No. 2007101043). The Water Source Assessment
3 for this project prepared by EMWD indicates that water resources are
4 available to serve the project.

5 17.3 Ensure that development does not adversely impact the open space and
6 rural character of the surrounding area. The Villages of Lakeview
7 Specific Plan ensures that development within the Lakeview Mountains
8 will be avoided by designating the entire area as Open Space.
9 Additionally, sensitive archeological sites and sensitive biological
10 resources within the open space will be preserved. The project includes
11 the development of a relatively high density residential development near
12 a rural community. Setbacks, trail easements, and trail heads will allow
13 for appropriate transitions to surrounding uses and compatibility issues
14 can be addressed to retain the rural character adjacent to the existing rural
15 areas through the implementation of the Lakeview/Nuevo Design
16 Guidelines. The intensity of the development will also place a greater
17 number of people within easy reach of open space. Over 1,000 acres of
18 open space will be preserved as part of the project. As part of the
19 management of the open space, limited recreational uses will be allowed
20 within this area (trails, horseback riding, etc) However, with the
21 introduction of over 30,000 people into this area, potential significant
22 indirect impacts to archeological resources within the project open space
23 will still remain. Therefore, because the project preserves important open
24 space and is designed to provide appropriate transitions to the rural
25 community this GP policy has been met and the Board actions will be
26 indicating that project is consistent with the General Plan, if approved.

1 17.4 Encourage clustered development where appropriate on lots smaller than
2 the underlying land use designation would allow. While lot sizes may
3 vary, the overall project density must not exceed that of the underlying
4 land use designation unless associated with an incentive program. The
5 Villages of Lakeview Specific Plan is a clustered residential development,
6 concentrating on higher density development on the flatter areas, while
7 preserving over 1,000 acres of open space. However, the Riverside
8 County General Plan will be amended to reflect this project. Accordingly,
9 the Riverside County Board of Supervisors granted this project permission
10 to proceed with a Foundation Component general plan amendment.

11 17.5 Encourage parcel consolidation. The master developer for The Villages of
12 Lakeview has assembled over 147 parcels through over 18 transactions to
13 form the project site. This consolidation of parcels under one control
14 offers the ability to preserve over 1,000 acres of open space as envisioned
15 by the MSHCP and will provide funding such that the CETAP corridor
16 may be constructed more quickly than if scattered ownerships had
17 developed over time.

18 18.1 Require that structures be designed to maintain the environmental
19 character in which they are located. There will be few or no structures
20 within the areas of the Specific Plan designated as Open Space. Tanks for
21 water storage will be sited within the hills surrounded by Open Space.
22 These structures are required by mitigation measures to be screened to
23 minimize visual impacts.

24 22.1 Accommodate the development of single- and multi-family residential
25 units in areas appropriately designated by the General Plan and area plan
26 land use maps. The proposed project provides a range of densities that
27 will allow for both single- and multi-family residences to be built within
28

1 the specific plan area which is consistent with the General Plan vision and
2 the Community Development Foundation.

3 22.2 Accommodate higher density residential development near community
4 centers, transportation centers, employment, and services areas. The
5 Villages of Lakeview Specific Plan has a new proposed Mixed Use Town
6 Center area, which is intended to reflect Riverside County's Community
7 Center land use designation. In effect, it is creating a new community
8 center in the Lakeview/Nuevo Area Plan. Within the proposed Mixed Use
9 Village, uses such as commercial uses and transportation nodes will occur.
10 The Villages of Lakeview proposes higher density residential uses near the
11 Mixed Use Town Center, thereby complying with the intent of the policy,
12 albeit with a new Community Center.

13 22.3 Require that adequate and available circulation facilities, water resources,
14 and sewer facilities exist to meet the demands of the proposed residential
15 land use. At the present time there are not adequate facilities available to
16 meet the needs of The Villages of Lakeview. However, through County
17 regulations and mitigation measures, which include the payment of
18 development impact fees, and the construction of utility facilities, facilities
19 can be constructed to meet the needs of the proposed project. The EMWD
20 Master Plan of Water, Sewer, and Recycled Water facilities identifies
21 needed infrastructure which is evaluated in its respective EIR (SCH No.
22 2007101043). The Water Source Assessment for this project prepared by
23 EMWD indicates that water resources are available to serve the project.

24 22.4 Accommodate the development of a variety of housing types, styles and
25 densities that are accessible to and meet the needs of a range of lifestyles,
26 physical abilities, and income levels. The Villages of Lakeview Specific
27 Plan consists of medium high (5-8 du/acre), high density (8 to 14 du/acre),
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1 and very high density (14 to 20 du/acre) residential uses. In addition, the
2 Mixed Use Town Center will allow for the integration of commercial and
3 residential uses. It is intended that the Specific Plan, through the various
4 residential densities, will cater to a range of lifestyles, physical abilities,
5 and income levels. Some areas are planned for active adult living.

6 22.5 Integrate a continuous network of parks, plazas, public squares, bicycle
7 trails, transit systems, and pedestrian paths to provide both connections
8 within each community and linkages with surrounding features and
9 communities. The project offers a trail network along the public right-of-
10 way with potential connections to a regional trail network and access
11 opportunities along the four-mile MWD aqueduct corridor. A minimum
12 of four active parks containing approximately 55 acres are included in The
13 Villages of Lakeview Specific Plan. Additionally, more than 50 acres of
14 passive parks are located adjacent to the San Jacinto Wildlife Area
15 (SJWA) and the Lakeview Mountains. An extensive trail system connects
16 parks, open space, and community facilities. Landscaped streets include
17 sidewalks for pedestrian access. The residential community will have
18 access to sidewalks and on-street bike lanes within the greater area of
19 Lakeview/Nuevo.

20 22.6 Require setbacks and other design elements to buffer residential units to
21 the extent possible from the impacts of abutting agricultural, roadway,
22 commercial, and industrial uses. The boundaries between the intermixed
23 residential and commercial uses and the surrounding residential areas shall
24 be designed to provide an appropriate buffer between these uses which
25 will address potential aesthetic, noise, and traffic impacts. County policy
26 requires a 50-foot setback from all eligible scenic highways which will
27 apply to the Ramona Expressway. As mitigation within the EIR and in
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1 concert within Ordinance NO. 625, a 300-foot setback is required between
2 active agriculture and project development. Planning Area 26 includes a
3 large storm drain channel and landscaping which will serve to buffer
4 project development from the existing Nutrilite plant.

5 22.7 Allow for reduced street widths to minimize the influence of the
6 automobile and improve the character of a neighborhood, in accordance
7 with the Riverside County Fire Department. It is intended that the higher
8 density residential portions of the specific plan may have narrow private
9 streets, the widths of which will be determined in coordination with
10 County Transportation Department and the California Department of
11 Forestry, which acts as the Riverside County Fire Department. The
12 specific plan includes reduced street sections and roundabouts which meet
13 the intent of this policy.

14 22.8 Establish activity centers within or near residential neighborhoods that
15 contain services such as child or adult-care, recreation, public meeting
16 rooms, convenience commercial uses, or similar facilities. The Villages of
17 Lakeview specific plan includes a large area designated as a Mixed-Use
18 Town Center which will include commercial and residential development.
19 It is foreseeable that the development of this area will include services as
20 desired in this policy. In addition, the Resort Village and Central Park in
21 Planning Area 39, in addition to smaller neighborhood centers, will
22 include "Park Houses" and / or other amenities and services such as those
23 identified in this policy.

24 22.9 Require residential projects to be designed to maximize integration with
25 and connectivity to nearby community centers, rural villages, and
26 neighborhood centers. The project includes a mixed – use neighborhood /
27 commercial center that would be well-integrated into the residential area.
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1 Additionally, there are internal trails and roadway that will connect the
2 project site to the surrounding community.

3 22.10 Require that residential units/projects be designed to consider their
4 surroundings and to visually enhance, not degrade, the character of the
5 immediate area. All buildings in The Villages of Lakeview specific plan
6 will utilize elements of architectural styles described in the Specific Plan's
7 Design Guidelines and will enhance the character of the area. With
8 sufficient buffering, landscaping, and separation from the adjacent
9 properties as described under previous policies, the project would not
10 degrade the character of the immediate area.

11 25.3 Require that new public facilities protect sensitive uses, such as schools
12 and residences, from the impacts of noise, light, fumes, odors, vehicular
13 traffic, parking, and operational hazards. The area designated as public
14 facilities within The Villages of Lakeview specific plan are facilities
15 operated by Metropolitan Water District, County Flood Control, and/ or
16 EMWD. Implementing projects may require public facilities in the future,
17 such as drainage facilities. Those facilities will be designed to have
18 minimal impact to the surrounding land uses, and thus will comply with
19 this policy. Construction and operations of currently anticipated major
20 facilities have been evaluated in the EIR and the EMWD Master Plan of
21 Water, Sewer, and Recycled Water EIR (SCH No. 2007101043).

22 25.4 Require that adequate and available circulation facilities, water resources,
23 and sewer facilities exist to meet the demands of the proposed land use.
24 At the present time there are not adequate facilities available to meet the
25 needs of The Villages of Lakeview. However, through County regulations
26 and mitigation measures, which include the payment of development
27 impact fees, and the construction of utility facilities, facilities can be
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1 constructed to meet the needs of the proposed project. The EMWD
2 Master Plan of Water, Sewer, and Recycled Water facilities identifies
3 needed infrastructure which is evaluated in its respective EIR (SCH No.
4 2007101043). The Water Source Assessment for this project prepared by
5 EMWD indicates that water resources are available to serve the project.

6 E. Noise Element Policies

7 1.2 Guide noise-tolerant land uses into areas irrevocably committed to land
8 uses that are noise-producing, such as transportation corridors or within
9 the projected noise contours of any adjacent airports. The project places
10 residential land uses in with commercial land uses, and also places
11 sensitive land uses next to Ramona Expressway, a major transportation
12 corridor, therefore the project is not consistent with this policy. On face
13 value, this is the case, however, County policy, and project Development
14 Standards and mitigation measures require that roadway noise be
15 mitigated to less than significant levels through construction of sound
16 barriers and/or modifications to building construction. The project is not
17 affected by airport noise. Thus, with adherence to County policy, and
18 project Development Standards and mitigation measures, the project will
19 be consistent with this policy as the project is implemented.

20 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on
21 the residents, employees, visitors, and noise-sensitive uses of Riverside
22 County. The project will mitigate adverse impacts of excessive noise to
23 residents, employees, visitors, and noise sensitive uses of Riverside
24 County. After finalized information regarding road elevations and pad
25 heights become available, a subsequent acoustical study will be performed
26 to assess the necessary height of noise barriers to obtain appropriate noise
27 standard levels for sensitive receptors and commercial land uses. To
28

1 retain visibility and access, setbacks, berms, and walls may be used to
2 achieve acceptable levels.

3 4.2 Develop measures to control non-transportation noise impacts. The exact
4 type of retail/commercial uses that will be occupying the commercial land
5 is unknown at this time, therefore, the types of noise generated by the on-
6 site businesses cannot be determined. However, final site, grading, and
7 architectural plans must be submitted for an acoustical plan check prior to
8 the issuance of building permits in order to verify all of the required
9 mitigation and specify any changes caused by plan revisions.

10 4.3 Ensure any use determined to be a potential generator of significant
11 stationary noise impacts be properly analyzed, and ensure that the
12 recommended mitigation measures are implemented. The exact type of
13 retail / commercial uses that will be occupying the commercial land is
14 unknown at this time, therefore, the types of noise generated by the on-site
15 businesses cannot be determined. However, final site, grading, and
16 architectural plans must be submitted for an acoustical plan check prior to
17 the issuance of building permits in order to verify all of the required
18 mitigation and specify any changes caused by plan revisions.

19 8.3 Require development that generates increased traffic and subsequent
20 increases in the ambient noise level adjacent to noise-sensitive land uses to
21 provide for appropriate mitigation measures. The project will mitigate
22 adverse impacts of excessive noise to residents, employees, visitors, and
23 noise sensitive uses of Riverside County. After finalized information
24 regarding road elevations and pad heights become available, a subsequent
25 acoustical study will be performed to assess the necessary height of noise
26 barriers to obtain appropriate noise standard levels for sensitive receptors

1 and commercial land uses. To retain visibility and access, setbacks,
2 berms, and walls may be used to achieve acceptable levels.

3 11.1 Utilize natural barriers such as hills, berms, boulders, and dense vegetation
4 to assist in noise reduction. The Design Guidelines of this Specific Plan
5 will provide for the buffering methods which do utilize natural barriers.

6 12.1 Minimize the impacts of construction noise on adjacent uses within
7 acceptable practices. The project will be subject to Riverside County
8 Ordinance No. 457, which regulates construction practices; and Riverside
9 County Ordinance No. 847, which regulates noise.

10 12.2 Ensure that construction activities are regulated to establish hours of
11 operation in order to prevent and/or mitigate the generation of excessive or
12 adverse noise impacts on surrounding areas. The project will be subject to
13 Riverside County Ordinance No. 457, which regulates construction
14 practices; and Riverside County Ordinance No. 847, which regulates
15 noise.

16 12.4 Require that all construction equipment utilizes noise reduction features
17 (e.g. mufflers and engine shrouds) that are no less effective than those
18 originally installed by the manufacturer. The mitigation measures of the
19 noise section of the EIR require that all construction equipment shall be
20 required to minimize noise from construction activities. Equipment
21 mufflers shall be maintained in proper operating order. All equipment
22 shall be operated in the quietest manner feasible. The contractor will be
23 required to comply with local noise control ordinances.

24 14.1 Minimize the potential adverse noise impacts associated with the
25 development of mixed-use structures where residential units are located
26 above or adjacent to commercial uses. The exact type of retail /
27 commercial uses that will be occupying the commercial land is unknown
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1 at this time, therefore, the types of noise generated by the on-site
2 businesses cannot be determined. However, final site, grading, and
3 architectural plans must be submitted for an acoustical plan check prior to
4 the issuance of building permits in order to verify all of the required
5 mitigation and specify any changes caused by plan revisions.

6 14.2 Require that commercial and residential mixed-use structures minimize
7 the transfer or transmission of noise and vibration from the commercial
8 land use to the residential land use. The exact type of retail / commercial
9 uses that will be occupying the commercial land is unknown at this time,
10 therefore, the types of noise generated by the on-site businesses cannot be
11 determined. However, final site, grading, and architectural plans must be
12 submitted for an acoustical plan check prior to the issuance of building
13 permits in order to verify all of the required mitigation and specify any
14 changes caused by plan revisions.

15 14.3 Minimize the generation of excessive noise level impacts from
16 entertainment and restaurant/bar establishments into adjacent residential or
17 noise-sensitive uses. The exact type of retail / commercial uses that will
18 be occupying the commercial land is unknown at this time, therefore, the
19 types of noise generated by the on-site businesses cannot be determined.
20 However, final site, grading, and architectural plans must be submitted for
21 an acoustical plan check prior to the issuance of building permits in order
22 to verify all of the required mitigation and specify any changes caused by
23 plan revisions.

24 F. Open Space Element Policies

25 1.1 Balance consideration of water supply requirements between urban,
26 agricultural, and environmental needs so that sufficient supply is available
27 to meet each of these different demands. Eastern Municipal Water District
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1 has prepared a Water Supply Assessment which determined that the
2 District will have adequate water to supply the proposed project and its
3 various uses.

4 2.1 Encourage the installation of water-conserving systems such as dry wells
5 and graywater systems, where feasible, especially in new developments.
6 The installation of cisterns or infiltrators shall also be encouraged to
7 capture rainwater from roofs for irrigation in the dry season and flood
8 control during heavy storms. The project will include a water quality
9 basin that will treat all on-site runoff. The basin and other water quality
10 swales will be landscaped to help percolate runoff as well as help recharge
11 the groundwater basin.

12 2.2 Where feasible, decrease stormwater runoff by reducing pavement in
13 development areas, and by design practices such as permeable parking
14 bays and porous parking lots with bermed storage areas for rainwater
15 detention. The project will include a water quality basin that will treat all
16 on-site runoff. The basin and other water quality swales will be
17 landscaped to help percolate runoff as well as help recharge the
18 groundwater basin.

19 2.3 Encourage native, drought-resistant landscape planting. The Villages of
20 Lakeview Specific Plan's conceptual landscape plan requires the
21 implementation of water conservation measures such as the use of drought
22 tolerant plants, grouping plants with similar irrigation improvements, use
23 of mulch, and water efficient irrigation systems consistent with County
24 Ordinance No. 859.

25 2.4 Support and engage in educational outreach programs with other agencies
26 that promote water conservation and wide-spread use of water-saving
27 technologies. The Villages of Lakeview Specific Plan requires that a
28

1 homeowner association shall be established for the specific plan area. The
2 homeowners association will enforce any property and landscaping
3 maintenance requirements established by the association and as
4 appropriate will provide homeowners with information regarding
5 maintenance methods. Ongoing educational programs including property
6 maintenance methods are a part of The Villages of Lakeview Community.

7 4.5 Retain storm water at or near the site of generation for percolation into the
8 groundwater to conserve it for future uses and to mitigate adjacent
9 flooding. The project will include a water quality basin that will treat all
10 on-site runoff. The basin and other water quality swales will be
11 landscaped to help percolate runoff as well as help recharge the
12 groundwater basin.

13 5.3 Based upon site, specific study, all development shall be set back from the
14 floodway boundary a distance adequate to address the following issues: a.
15 public safety; b. erosion; c. riparian or wetland buffer; d. wildlife
16 movement corridor or linkage; and e. slopes. Implementing projects
17 within the proposed Specific Plan will comply with the Flood and
18 Inundation section of the General Plan Safety Element. Upon completion,
19 the entirety of development of the Villages of Lakeview is outside of any
20 Flood Hazard areas.

21 5.4 Consider designating floodway setbacks for greenways, trails, and
22 recreation opportunities on a case-by-case basis. The portion of The
23 Villages of Lakeview that is located north of Ramona Expressway is
24 located within a 100-year floodplain limit. Although the floodplain limits
25 will be modified by the construction of the project, the areas of the
26 floodplain that remain in the Specific Plan are dedicated for greenways,
27 trails, parks, and other recreational uses.
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- 1 11.3 Permit and encourage the use of passive solar devices and other state-of-
2 the-art energy resources. The Lakeview Green Design Program included
3 in The Villages of Lakeview contains a section titled Green Building
4 Development Standards, which requires various methods of energy
5 savings through technology.
- 6 16.1 Continue to implement Title 24 of the State Building Code. Establish
7 mechanisms and incentives to encourage architects and builders to exceed
8 the energy efficiency standards of Title 24. As stated in Section B.12.b of
9 The Villages of Lakeview Specific Plan, it is the goal for all homes and
10 businesses to exceed Title 24 standards by 15%.
- 11 16.2 Specify energy efficient materials and systems, including shade design
12 technologies, for County buildings. Although it is not specifically planned
13 at this point, it is intended that any potential future County buildings (such
14 as libraries) will be located within Planning Area 39. At the time of the
15 development of that planning area, the County will ensure compliance
16 with this policy.
- 17 16.3 Implement public transportation systems that utilize alternative fuels when
18 possible, as well as associated urban design measures that support
19 alternatives to private automobile use. The Villages of Lakeview is
20 establishing a Town Center Village, which is intended to emulate
21 Riverside County's Community Center land use designation. In general
22 terms, the most dense residential planning areas of the project are located
23 in close proximity to the Town Center Village. Additionally, the Town
24 Center Village has the potential for a greater residential density than the
25 rest of the specific plan. Although explicit plans for mass transit are not a
26 part of this project, the higher densities proposed will facilitate the need
27 for transit-oriented development. The project includes a trail system. This
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1 system will include a combination of greenbelts with linkages and
2 sidewalks located adjacent to roads and within roadway paseos. It will
3 incorporate trails for pedestrians, bicyclists, and equestrians in the form of
4 an integrated system of hard- and soft-surface trails. The trail system will
5 promote non-vehicular access to on-site recreational areas as well as to the
6 elementary schools and the Town Center Village.

7 16.5 Utilize federal, state, and utility company programs that encourage energy
8 conservation. It is one of the stated goals of The Villages of Lakeview to
9 exceed Title 24 standards by 15%. The project will also encourage the use
10 of conservation programs through SCE Customer Technology Application
11 Center. As discussed in the Lakeview Green Design program of the
12 Specific Plan, future homeowners within the project will be required to
13 install Energy Star-related model appliances.

14 16.7 Promote purchasing of energy-efficient equipment based on a fair return
15 on investment, and use energy-savings estimates as one basis for
16 purchasing decisions for major energy-using devices. To reduce further
17 energy demand, the proposed project will implement conservation
18 programs available through SCE Customer Technology Application
19 Center (CTAC). As discussed in the Lakeview Green Design program of
20 the Specific Plan, future homeowners within the project will be required to
21 install Energy Star-related model appliances.

22 16.8 Promote coordination of new public facilities with mass transit service and
23 other alternative transportation services, including bicycles, and design
24 structures to enhance mass transit, bicycle, and pedestrian use. The
25 Villages of Lakeview's higher densities will be developed along Ramona
26 Expressway, which is a major transportation corridor that could encourage
27 the development of future bus routes to the area. A multi-purpose trail
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1 system is provided along the side of several roadway categories. All
2 levels of street hierarchy include a sidewalk and/or multi-purpose trail to
3 facilitate pedestrian travel. Potential new public facilities will be located
4 either in the Town Center Village, or along alternative transportation
5 corridors, or both.

6 16.9 Encourage increased use of passive, solar design and day-lighting in
7 existing and new structures. The development standards for The Villages
8 of Lakeview Specific Plan encourage passive solar design and day-
9 lighting for new structures.

10 19.2 Review all proposed development for the possibility of archaeological
11 sensitivity. Section 5.5 of the EIR analyzed potential impacts to
12 archeological resources. The EIR incorporated mitigation measures
13 within the cultural resources section that reduce impacts to archeological
14 sites and resources.

15 19.3 Employ procedures to protect the confidentiality and prevent inappropriate
16 public exposure of sensitive archaeological resources when soliciting the
17 assistance of public and volunteer organizations. Section 5.5 of the EIR
18 analyzed potential impacts to archeological resources. The EIR
19 incorporated mitigation measures within the cultural resources section that
20 reduce impacts to archeological sites and resources.

21 19.4 Require a Native American Statement as part of the environmental review
22 process on development projects with identified cultural resources. The
23 EIR incorporates mitigation measures within the cultural resources
24 section, which require a Cultural Resource Management Plan (CRMP) be
25 prepared by the project proponent in consultation with Native American
26 tribes, and reviewed and approved by the County, as well as the U.S.
27 Army Corps of Engineers if it involves any resources within the Area of
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1 Potential Effects (APE) for any Clean Water Act Section 404 permit
2 undertakings. The CRMP shall include an implementation schedule to
3 ensure that all required measures occur prior to potential impacts. Many
4 sites will require Phase II testing as part of the preparation of the CRMP,
5 which in turn will include a data recovery plan for significant sites that
6 cannot be avoided.

7 19.5 Transmit significant development proposals to the History Division of the
8 Riverside County Regional Park and Open-Space District for evaluation in
9 relation to the destruction/preservation of potential historical sites. Prior to
10 approval of any development proposal, feasible mitigation shall be
11 incorporated into the design of the project and its conditions of approval.

12 The EIR incorporates mitigation measures within the cultural resources
13 section, which require a Cultural Resource Management Plan (CRMP) be
14 prepared by the project proponent in consultation with Native American
15 tribes, and reviewed and approved by the County, as well as the U.S.
16 Army Corps of Engineers if it involves any resources within the Area of
17 Potential Effects (APE) for any Clean Water Act Section 404 permit
18 undertakings. The CRMP shall include an implementation schedule to
19 ensure that all required measures occur prior to potential impacts.

20 19.8 Whenever existing information indicates that a site proposed for
21 development may contain biological, paleontological, or other scientific
22 resources, a report shall be filed stating the extent and potential
23 significance of the resources that may exist within the proposed
24 development and appropriate measures through which the impacts of
25 development may be mitigated. Cultural and paleontological assessments
26 have been performed for this project and are discussed n Section 5.5 of the
27 EIR which includes mitigation measures to lessen potential impacts.
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1 19.9 This policy requires that when existing information indicates that a site
2 proposed for development may contain paleontological resources, a
3 paleontologist shall monitor site grading activities, with the authority to
4 halt grading to collect uncovered paleontological resources, curate any
5 resources collected with an appropriate repository, and file a report with
6 the Planning Department documenting any paleontological resources that
7 are found during the course of site grading. Section 5.5 of the EIR
8 includes mitigation measures which call for paleontological monitoring
9 within areas identified as potentially significant and includes measures
10 should inadvertent discoveries be made.

11 19.10 Transmit significant development applications subject to CEQA to the San
12 Bernardino County Museum for review, comment, and/or preparation of
13 recommended conditions of approval with regard to paleontological
14 resources. Section 5.5 of the EIR includes mitigation measures which call
15 for paleontological monitoring within areas identified as potentially
16 significant and includes measures should inadvertent discoveries be made.

17 20.4 Provide for the needs of all people in the system of County recreation sites
18 and facilities, regardless of their socioeconomic status, ethnicity, physical
19 capabilities or age. The proposed project includes the construction of
20 many types of trail systems, open space areas, active parks, and passive
21 parks available to the general public. The recreation plan is provided to
22 the community as a whole and does not discriminate by socioeconomic
23 status, ethnicity, physical capabilities or age.

24 20.5 Require that development of recreation facilities occurs concurrent with
25 other development in an area. Recreational facilities will be built to
26 satisfy the population demand of the proposed project, as referenced in the
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1 Open Space, Conservation, and Recreation Plan of The Villages of
2 Lakeview.

3 20.6 Require new development to provide implementation strategies for the
4 funding of both active and passive parks and recreational sites. The
5 project will provide adequate amounts of active parks and passive parks
6 by design. If it is determined that park acreages are insufficient, fees will
7 be paid in accordance with the Open Space, Conservation, and Recreation
8 Plan of The Villages of Lakeview.

9 21.1 Identify and conserve the skylines, view corridors, and outstanding scenic
10 vistas within Riverside County. Retention of the mountains as open space
11 avoids substantial damage to scenic resources for the traveling public.
12 The aesthetics section of the EIR evaluated potential impacts to the scenic
13 resources listed and determined that all potential significant adverse
14 impacts associated with the proposed project were found to be less than
15 significant without mitigation with the exception of the development of
16 the proposed tank(s) in the Lakeview Mountains. With implementation of
17 mitigation measures located within the aesthetic section of the EIR,
18 impacts to the scenic highway from the tank(s) will be less than
19 significant.

20 22.1 Design developments within designated scenic highway corridors to
21 balance the objectives of maintaining scenic resources with
22 accommodating compatible land uses. The development of The Villages
23 of Lakeview proposed adjacent to the Ramona Expressway will be setback
24 50-feet to meet County policy. The aesthetics section of the EIR evaluated
25 potential impacts to the scenic resources listed and determined that all
26 potential significant adverse impacts associated with the proposed project
27 were found to be less than significant without mitigation with the
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1 exception of the development of the proposed tank(s) in the Lakeview
2 Mountains. With implementation of mitigation measures located within
3 the aesthetic section of the EIR, impacts to the scenic highway from the
4 tank(s) will be less than significant. Retention of the mountains as open
5 space avoids substantial damage to scenic resources on site.

6 22.3 Encourage joint efforts among federal, state, and County agencies, and
7 citizen groups to ensure compatible development within scenic corridors.

8 The Villages of Lakeview has developed a collaborative working
9 relationship to various governmental agencies with regards to addressing
10 scenic corridors and other aesthetic resources. In particular, the
11 proponents of The Villages of Lakeview have been working with the
12 Riverside County Transportation Department and Planning Department
13 with regards to protecting the scenic nature of Ramona Expressway, which
14 is designated a County Eligible Scenic Highway.

15 22.4 Impose conditions on development within scenic highway corridors
16 requiring dedication of scenic easements consistent with the Scenic
17 Highways Plan, when it is necessary to preserve unique or special visual

18 features. Ramona Expressway is a County Eligible Scenic Highway, and
19 thus is not subject to the State Highways Plan. However, the aesthetics
20 section of the EIR evaluated potential impacts to Ramona Expressway and
21 found that those impacts are less than significant.

22 22.5 Utilize contour grading and slope rounding to gradually transition graded
23 road slopes into a natural configuration consistent with the topography of
24 the areas within scenic highway corridors. The project area is relatively

25 flat and will not encroach upon the steep hillsides. However, some
26 Planning Areas of the Specific Plan will require terraced grading. The
27 Specific Plan development Plans and Standards require that grading within
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1 these areas provide slopes that avoid an unvaried, unnatural, or
2 manufactured appearance where the grading intersects with natural slopes.

3 G. Population / Housing Element Policies

4 1.2 Ensure the availability of the Suitable sites for the development of
5 affordable housing to meet the needs of all household income levels,
6 including farm workers and other special needs population. The Villages
7 of Lakeview Specific Plan consists of medium high (5-8 du/ac), high
8 density (8 to 14 du/ac), and very high density (14 to 20 du/ac) residential
9 uses. In addition, the Mixed Use Town Center will allow for the
10 integration of commercial and residential uses. It is intended that the
11 Specific Plan, through the various residential densities, will cater to a
12 range of lifestyles, physical abilities, and income levels. Two hundred
13 fifty units are planned for affordable senior housing.

14 1.7 Encourage innovative housing, site plan design and construction
15 techniques to promote new affordable housing by the private sector. The
16 Villages of Lakeview Specific Plan consists of medium high (5-8 du/ac),
17 high density (8 to 14 du/ac), and very high density (14 to 20 du/ac)
18 residential uses. In addition, the Mixed Use Town Center will allow for
19 the integration of commercial and residential uses. It is intended that the
20 Specific Plan, through the various residential densities, will cater to a
21 range of lifestyles, physical abilities, and income levels. Some areas are
22 planned for adult living (seniors).

23 a. Continue to provide for greater flexibility in the design of single
24 family development through the processing of PDs, Specific Plans,
25 and Area Plans, and applications of density bonus provisions,
26 when requested, to allow for varying lot sizes and development
27 standards than normally required in residential districts. The
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1 Villages of Lakeview is a Specific Plan which allows for a greater
2 degree of flexibility in lot sizes, density bonuses, and housing
3 product types than is the historical norm in Riverside County.

- 4 b. Encourage new large scale development proposals to provide a
5 range of housing types and densities for all income levels through
6 the use of creative planning concepts as specific plans and mixed-
7 use development. The Villages of Lakeview is a large-scale
8 specific plan which introduces a wide variety of housing types, lot
9 sizes, and densities. The Town Center Village is designated as
10 “Mixed Use” in the specific plan, which is meant to emulate the
11 “Community Center” designation in the Riverside County General
12 Plan. The Administrative Section of the specific plan allows for
13 flexibility in product type, lot size, and densities.

- 14 5.1 Encourage the use of energy conservation features in residential
15 construction and remodeling. Passive energy techniques will occur within
16 the proposed project, including orientation of buildings, planting trees to
17 take advantage of sun and adequate roof overhangs. Active energy
18 efficiency measures will be addressed and required in Title 24 for such
19 methods as proper wall and ceiling insulation.

20 H. Safety Element Policies

- 21 2.5 Require that engineered slopes be designed to resist seismically-induced
22 failure. For lower-risk projects, slope design could be based on pseudo-
23 static stability analyses using soil engineering parameters that are
24 established on a site-specific basis. For higher-risk projects, the stability
25 analyses should factor in the intensity of expected ground shaking, using a
26 Newmark-type deformation analysis. The project will comply with
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1 Ordinance No. 457, which requires that manufactured slopes are
2 designated to be seismically safe.

3 3.5 During permit review, identify and encourage mitigation of onsite and
4 offsite slope instability, debris flow, and erosion hazards on lots
5 undergoing substantial improvements. During the review of implementing
6 applications (residential subdivisions, use permits, etc) of The Villages of
7 Lakeview Specific Plan, these geological issues will be analyzed and
8 addressed on an as-needed basis.

9 4.1 For new construction and proposals for substantial improvements to
10 residential and nonresidential development within 100-year floodplains as
11 mapped by FEMA or as determined by site specific hydrologic studies for
12 areas not mapped by FEMA, the County shall apply a minimum level of
13 acceptable risk; and disapprove projects that cannot mitigate the hazard to
14 the satisfaction of the Building Official or other responsible agency.
15 Implementing projects within the proposed Specific Plan will comply with
16 the Flood and Inundation section of the General Plan Safety Element. Do
17 development is proposed within the San Jacinto River floodplain.

18 4.8 Allow development within the floodway fringe, if the proposed structures
19 can be adequately flood-proofed and will not contribute to property
20 damage or risks to public safety. Upon completion of the construction of
21 the project, there will be no development within the floodplains for human
22 habitation.

23 4.9 Within the floodway fringe of a floodplain as mapped by FEMA or as
24 determined by site specific hydrologic studies for areas not mapped by
25 FEMA, require development to be capable of withstanding flooding and to
26 minimize use of fill. However, some development may be compatible
27 within flood plains and floodways, as may some other land uses. In such
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1 cases, flood proofing would not be required. Compatible uses shall not,
2 however, obstruct flows or adversely affect upstream or downstream
3 properties with increased velocities, erosion backwater effects, or
4 concentrations of flows. As discussed in the Drainage Plan section of the
5 Specific Plan, the project will not exceed historical flows leaving its
6 northern boundary. In order to keep post-project peak runoff from
7 increasing due to development two large detention basins (one of this is
8 considered to be a water quality basin) will capture on-site flows and
9 release them at slower rates more consistent with pre-project peak runoff.
10 One proposed basin is located centrally in the project site, along with
11 proposed Town Center Boulevard, adjacent to the MWD aqueduct, the
12 primary purpose of this basin is peak flow attenuation; the other is located
13 north of Ramona Expressway within the 100-year flood plain limits and is
14 designed to capture and treat the majority of the project site stormwater
15 flows (Regional Basin).

16 4.10 Require all proposed projects anywhere in the County to address and
17 mitigate any adverse impacts that it may have on the carrying capacity of
18 local and regional storm drain systems. The project will include a Master
19 Drainage Plan to address all carrying capacity of local and regional storm
20 drains.

21 4.18 Require that the design and upgrade of street storm drains be based on the
22 depth of inundation, relative risk to public health and safety, the potential
23 for hindrance of emergency access and regress from excessive flood
24 depth, and the threat of contamination of the storm drain system with
25 sewage effluent. In general, the 10-year flood flows shall be contained
26 within the top of curbs and the 100-year flood flows within the street
27 right-of-way. The project will utilize streets, underground storm drains,
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1 open channels, debris basins, and detention basins to collect the on-site
2 and off-site storm water, and convey it through the project and into the
3 San Jacinto River floodplain area. Facilities will be required to
4 accommodate developed 100-year storm runoff through the project. The
5 backbone drainage plan facilities are designed to protect habitable
6 dwelling units from flooding.

7 6.1a. Comply with federal and state laws pertaining to the management of
8 hazardous wastes and materials. The project will be in compliance with
9 existing regulations such as the South Coast Air Quality Management
10 District Rules and Regulations pertaining to asbestos, Department of
11 Transportation (DOT) office of Hazardous Materials Safety regulations,
12 and Titles 8, 22, and 26 of the California Code of Regulations, would
13 ensure that the public would not be exposed to any unusual or excessive
14 risks related to hazardous materials.

15 7.1 Continually strengthen the Multi-Hazard Functional Plan and maintain
16 mutual aid agreements with federal, state, local agencies and the private
17 sector to assist in: a. clearance of debris in the event of widespread slope
18 failures, collapsed buildings or structures, or other circumstances that
19 could result in blocking emergency access or regress; b. heavy search and
20 rescue; c. fire suppression; d. hazardous materials response; e. temporary
21 shelter; f. geologic and engineering needs; g. traffic and crowd control;
22 and h. building inspection. Surrounding cities, including the City of
23 Perris, the City of San Jacinto, along with the unincorporated Riverside
24 County areas are contracted with the Riverside County Fire Department,
25 and California Department of Forestry and Fire Protection for emergency
26 response. Emergency response and emergency evacuations are regulated
27 under one agency in the project area and surrounding areas. Therefore
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1 project development will not interfere with existing emergency response
2 and evacuation, but will be consistent with the existing system because the
3 same agency regulates all of the surrounding areas.

4 7.7b. Require mitigation measures to reduce potential damage caused by ground
5 failure for sites determined to have potential for liquefaction. Such
6 measures shall apply to critical facilities, utilities, and large commercial
7 and industrial projects as a condition of project approval. The project has
8 a very low potential for liquefaction. Conformance with Uniform
9 Building Code standards, enforcement of setbacks from local faults and
10 sound grading practices will help to mitigate any potential conditions in
11 which liquefaction may occur.

12 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Specific Plan No. 342
13 is consistent with the General Plan as amended by Comprehensive General Plan Amendments
14 No. 720 and 721.

15 **BE IT FURTHER RESOLVED** by the Board of Supervisors that EIR No. 471 was
16 presented to the Board and has been reviewed and considered by the Board in evaluating the
17 proposed The Villages of Lakeview project, including Specific Plan No. 342; that EIR No. 471
18 has been completed in compliance with CEQA; that EIR No. 471 is an accurate and objective
19 statement that complies with the California Environmental Quality Act and reflects the County's
20 independent judgment and analysis, and that EIR No. 471 is incorporated herein by reference.

21 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **CERTIFIES** EIR
22 471 and **ADOPTS THE MITIGATION MONITORING AND REPORTING PROGRAM**,
23 attached as Exhibit 1 to this Resolution.

24 **BE IT FURTHER RESOLVED** by the Board of Supervisors hereby **ADOPTS**
25 **SPECIFIC PLAN NO. 342, ON FILE WITH THE CLERK OF THE BOARD OF**
26 **SUPERVISORS, INCLUDING THE FINAL CONDITIONS OF APPROVAL AND**
27 **EXHIBITS**, as the Specific Plan of Land Use for the real property described and shown in the
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1 plan, and said real property shall be developed substantially in accordance with the plan, unless
2 the plan is amended by the Board.

3 **BE IT FURTHER RESOLVED** by the Board of Supervisors that copies of Specific
4 Plan No. 342 shall be placed on file in the Office of the Clerk of the Board, in the Office of the
5 Planning Director, and in the Office of the Building and Safety Director, and that no applications
6 for subdivision maps, conditional use permits and other development approvals shall be accepted
7 for the real property described and shown in the plan, unless such applications are substantially
8 in accordance therewith.

9 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the custodian of the
10 documents upon which this decision is based are the Clerk of the Board of Supervisors and the
11 County Planning Department and that such documents are located at 4080 Lemon Street,
12 Riverside, California.

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15 G:\PROPERTY\MDUSEK\LRM\RESOLUTION NO. 2010-88 SP 342.TVOL.031710.FINAL.DOC
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COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

George A. Johnson · Agency Director

Planning Department

Ron Goldman · Planning Director

DATE: March 11, 2010

TO: Clerk of the Board of Supervisors

FROM: Planning Department - Riverside Office

SUBJECT: Resolution 2010-88 for SP342/EIR471, Ordinance No. 348.4679 for CZ7055 and Resolution 2010-89 for 1st Cycle General Plan Amendment for 2010.

(Charge your time to these case numbers)

The attached item(s) require the following action(s) by the Board of Supervisors:

- | | |
|---|---|
| <input type="checkbox"/> Place on Administrative Action (Receive & File; EOT) | <input type="checkbox"/> Set for Hearing (Legislative Action Required; CZ, GPA, SP, SPA) |
| <input type="checkbox"/> Labels provided If Set For Hearing | <input type="checkbox"/> Publish in Newspaper: |
| <input type="checkbox"/> 10 Day <input type="checkbox"/> 20 Day <input type="checkbox"/> 30 day | **SELECT Advertisement** |
| <input type="checkbox"/> Place on Consent Calendar | <input type="checkbox"/> **SELECT CEQA Determination** |
| <input checked="" type="checkbox"/> Place on Policy Calendar (Resolutions; Ordinances; PNC) | <input type="checkbox"/> 10 Day <input type="checkbox"/> 20 Day <input type="checkbox"/> 30 day |
| <input type="checkbox"/> Place on Section Initiation Proceeding (GPIP) | <input type="checkbox"/> Notify Property Owners (app/agencies/property owner labels provided) |
| | Controversial: <input type="checkbox"/> YES <input type="checkbox"/> NO |

Designate Newspaper used by Planning Department for Notice of Hearing: **SELECT**

Please schedule on the March 23, 2010 BOS Agenda

Documents to be sent to County Clerk's Office for Posting:

Notice of Determination
Fish & Game Receipt (CFG5289)

Riverside Office · 4080 Lemon Street, 9th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-3157

Desert Office · 38686 El Cerrito Road
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7555

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



FROM: TLMA - Planning Department

SUBMITTAL DATE:
February 24, 2010


SUBJECT: Resolution No. 2010-88 Certifying Environmental Impact Report No. 471 and Adopting Specific Plan No. 342, Resolution No. 2010-89 Amending the Riverside County General Plan (First Cycle General Plan Amendments for 2010), and Ordinance No. 348.4679 Adopting Change of Zone No. 7055

RECOMMENDED MOTION:

ADOPTION of Resolution No. 2010-88 Certifying Environmental Impact Report No. 471 and Adopting Specific Plan No. 342 (The Villages of Lake Lakeview) in accordance with the Board of Supervisors' previous actions;

ADOPTION of Ordinance No. 348.4679 for Change of Zone No. 7055 amending the zoning classification of the subject site as shown on Map Nos. 2.2321, 55.038 and 17.102 and to incorporate the Specific Plan Zoning Ordinance text in accordance with the Board of Supervisors' previous actions; and,

ADOPTION of Resolution No. 2010-89 Amending the Riverside County General Plan (First Cycle General Plan Amendments for 2010) in accordance with the Board of Supervisors' previous actions taken on General Plan Amendment (GPA) Nos 720 and 721.



RG:ar

Ron Goldman
Planning Director
(Continued on attached page)

FINANCIAL DATA	Current F.Y. Total Cost:	\$ 0	In Current Year Budget:	N/A
	Current F.Y. Net County Cost:	\$ 0	Budget Adjustment:	N/A
	Annual Net County Cost:	\$ 0	For Fiscal Year:	N/A

SOURCE OF FUNDS:	Positions To Be Deleted Per A-30	<input type="checkbox"/>
	Requires 4/5 Vote	<input type="checkbox"/>

C.E.O. RECOMMENDATION:

County Executive Office Signature

FORM APPROVED BY: LARISA R-MCKENNA
COUNTY COUNSEL
3/4/10
Departmental Concurrence

Policy
 Policy

Consent
 Consent

Dept Recd. n.n.:
Per Exec. Ofc.:

Prev. Agn. Ref.: 2/23/10, Item 16.4 **District:** FIFTH **Agenda Number:**

To the Honorable Board of Supervisors

RE: RESOLUTION NO. 2010-88, RESOLUTION NO. 2010-89, and ORDINANCE NO.348.4679

Date: February 24, 2010

Page 2 of 2

BACKGROUND:

On December 2, 2009, the Riverside County Planning Commission recommended that the Board of Supervisors tentatively certify Environmental Impact Report No. 471, approve Specific Plan No. 342, approve General Plan Amendment Nos. 720 (Land Use) and 721 (Circulation), and approve Change of Zone No. 7055.

This case was heard before the Board of Supervisors December 15, 2009, continued to January 26, 2010, and continued to February 23, 2010.

The below listed recommendations were made on the Form 11 to the Board of Supervisor's on February 23, 2010 as Agenda Item No. 16.4:

TENTATIVE CERTIFICATION of ENVIRONMENTAL IMPACT REPORT NO. 471, based on the findings incorporated in the EIR, and subject to resolution adoption;

TENTATIVE APPROVAL of GENERAL PLAN AMENDMENT NOS. 720 (Land Use) and 721 (Circulation), amending the Land Use Designation for the subject property from Land Use: Community Development; Very Low Density Residential- Community Development (VLDR-CD), Agriculture with a Community Development Overlay, Medium Density Residential (MDR) (2-5 du/ac), Heavy Industrial (HI 0.15 - 0.50 FAR), Light Industrial (LI 0.25 - 0.60 FAR), Open Space: Open Space Conversation (OS-C), Rural Community: Very Low Density Residential- Rural Community (VLDR-RC), Low Density Residential- Rural Community (LDR-RC), Rural: Rural Residential (RR), Rural Mountainous (RM), Agriculture: Agriculture (AG), to Specific Plan as reflected by the land use diagram; amend roadway and trail classifications per attached exhibit; based on the findings and conclusions incorporated in the staff report; and, pending final adoption of the General Plan Amendment Resolution;

TENTATIVE APPROVAL of SPECIFIC PLAN NO. 342, based on the findings and conclusions incorporated in the staff report; and, pending adoption of the Specific Plan Resolution by the Board of Supervisors; and,

TENTATIVE APPROVAL of CHANGE OF ZONE NO. 7055, amending the zoning classification for the subject property from Light Agriculture 10 acre min. (A-1-10), Heavy Agriculture 10 acre Min. (A-2-10), Light Agriculture with Poultry (A-P), Scenic Highway Commercial (C-P-S), Commercial Retail (C-R), Manufacturing- Service Commercial (M-SC), One- Family Dwelling (R-1), Residential Agriculture (R-A), Residential Agriculture 1 acre Min. (R-A-1), Residential Agriculture 10 acre Min. (R-A-10), Residential Agriculture 2 ½ acre Min. (R-A-21/2), Rural- Residential (R-R) to Specific Plan (SP) in accordance with the Zoning Exhibit; an amendment to Ordinance 348 to incorporate the Specific Plan Zoning Ordinance; based upon the findings and conclusions incorporated in the staff report; and, pending Ordinance adoption.

2
3 **RESOLUTION NO. 2010-88**
4 **CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 471,**
5 **AND ADOPTING SPECIFIC PLAN NO. 342**
6 **(THE VILLAGES OF LAKEVIEW)**

7 **WHEREAS**, pursuant to the provisions of Government Code Section 65450 et seq., a
8 public hearing was held before the Riverside County Board of Supervisors in Riverside,
9 California on December 15, 2009, the public hearing was closed on December 15, 2009; the
10 decision and deliberation was deferred to January 26, 2010, then deferred once more to February
11 23, 2010 at which hearing the Board tentatively approved certification of Environmental Impact
12 Report No. 471 and Specific Plan No. 342 (The Villages of Lakeview); and a public hearing was
13 held before the Riverside County Planning Commission in Riverside, California on September
14 16, 2009, October 21, 2009, November 4, 2009, November 18, 2009, and December 2, 2009 to
15 consider Specific Plan No. 342 (The Villages of Lakeview); and,

16 **WHEREAS**, all the procedures of the California Environmental Quality Act ("CEQA"),
17 the CEQA Guidelines, and the Riverside County CEQA implementing procedures have been
18 met, and Environmental Impact Report No. 471 ("EIR"), prepared in connection with Specific
19 Plan No. 342 and related cases, including General Plan Amendment No. 720 (GPA00720) and
20 No. 721 (GPA00721), and Change of Zone No. 7055 (referred to collectively herein as "the
21 project" or "the proposed project"), is sufficiently detailed so that all the potentially significant
22 effects of the project on the environment and measures necessary to avoid or substantially lessen
23 such effects have been evaluated in accordance with the above-referenced Act and procedures;
24 and,

25 **WHEREAS**, on July 20, 2006, the County published and circulated a Notice of
26 Preparation and Initial Study for a period of thirty (30) days from July 20 to August 21, 2006,
27 and the comments received in response to the Notice of Preparation were considered by the
28 County in preparing the EIR and were included as Appendix A to the EIR; and

FOR: APPROVED COUNTY COUNSEL
BY: *[Signature]*
LARISSA R. MCKENNA DATE 3/17/10

1 **WHEREAS**, on February 19, 2009, the County issued a Notice of Completion and
2 Notice of Availability of a Draft EIR, and published the Draft EIR for public review and
3 comment for a period of 45-days which period was extended by fifteen (15) days for a sixty (60)
4 comment period terminating on April 22, 2009; and

5 **WHEREAS**, in August, 2009, the County published a Final EIR and has presented the
6 Final EIR to the decision-making body for its consideration of the proposed project, and which
7 Final EIR consists of the following:

- 8 (1) Draft EIR and Appendices A-N, dated February, 2009;
- 9 (2) Comments received on the Draft EIR and Responses to those Comments,
10 published in Final EIR, dated August, 2009; and
- 11 (3) Annotated Draft EIR which consists of the Draft EIR with corrections and
12 additions that were identified in the Responses to Comments, dated August, 2009.

13 **WHEREAS**, CEQA Section 21081 requires that "No public agency shall approve or
14 carry out a project for which an environmental impact has been certified which identifies one or
15 more significant effects on the environment that would occur if the project is approved or carried
16 out unless both of the following occur:

17 (a) The public agency makes one or more of the following findings with respect to
18 each significant effect:

- 19 (1) Changes or alterations have been required in, or incorporated into, the
20 project which mitigate or avoid the significant effects on the environment.
- 21 (2) Those changes or alterations are within the responsibility and jurisdiction
22 of another public agency and have been, or can and should be, adopted by that
23 other agency.
- 24 (3) Specific economic, legal, social, technological, or other considerations,
25 including considerations for the provision of employment opportunities for highly
26 trained workers, make infeasible the mitigation measures or alternatives identified
27 in the environmental impact report.

1 (b) With respect to significant effects which were subject to a finding under
2 paragraph (3) of subdivision (a), the public agency finds that specific overriding
3 economic, legal, social, technological, or other benefits of the project outweigh the
4 significant effects on the environment; and

5 **WHEREAS**, the matter was discussed fully with testimony and documentation presented
6 by the public and affected government agencies; and

7 **WHEREAS**, the County reviewed and considered all comments, both oral and written,
8 presented during the Planning Commission and Board of Supervisor hearings, and reviewed and
9 considered the responses to the comments received after publication of the Final EIR, which
10 responses have been included in and are made part of the record before the County.

11
12 **NOW, THEREFORE, BE IT RESOLVED, FOUND, DETERMINED, AND**
13 **ORDERED** by the Board of Supervisors of the County of Riverside, in regular session
14 assembled on March 23, 2010, that:

15 A. Specific Plan No. 342 is a 2,786-acre planned community located northerly of
16 Wolfskill Avenue and Pulsar View Road, south of Marvin Road, east of the San
17 Jacinto River, and west of the border of the City of San Jacinto. It proposes the
18 construction of a maximum of 11,150 dwelling units on 1,037 acres, of which no
19 more than 1,500 will be developed north of Ramona Expressway. Land uses
20 include: 1,037 acres designated for residential uses which may include 8,050
21 dwelling units, 288 acres for a mixed-use town center area which may include
22 500,000 square feet of commercial uses maximum and 3,100 dwelling units, 155
23 acres of park areas, 156 acres of public facility areas, 1,003 acres of open space,
24 and 147 acres for major roads.

25 B. Specific Plan No. 342 is associated with General Plan Amendments No.'s 720 and
26 721, which were considered concurrently at the public hearing before the Planning
27 Commission and the Board of Supervisors. General Plan Amendment No. 720
28

1 proposes to change the existing land use designations on the subject site from
2 Agriculture, Open Space – Conservation, Open Space-Conservation Habitat, Rural
3 Mountainous, Rural Residential, Very Low Density – Rural Community, Low
4 Density-Rural Community, Commercial Retail, Very Low Density Residential,
5 Low Density Residential, and Light Industrial to Specific Plan No. 342. General
6 Plan Amendment No. 721 proposes the upgrading and downgrading of numerous
7 trails and roadway designations, including but not limited to: the elimination of 9th
8 Street/Yucca Avenue as a through street through the project easterly; the rerouting
9 of 10th Street/Wolfskill Avenue as a Major roadway east of Hanson Avenue, the
10 reclassification of Hanson Avenue from a Major Roadway to a Collector Street;
11 and Bridge Street, 3rd Street, 5th Street, and 6th Street will be eliminated on the
12 project site; and access to the Ramona Expressway will be shifted to Town Center
13 and Park Center Boulevards. General Plan Amendment No. 721 will also amend
14 the Circulation Element Trails and Bikeway System to include the Community
15 Trail designation for a number of the trails proposed within the project boundary.

16 C. Specific Plan No. 342 is associated with Change of Zone Case No. 7055, which
17 was considered concurrently at the public hearing before the Planning
18 Commission and the Board of Supervisors. Change of Zone Case No. 7055
19 proposes to change the existing zoning classifications of A-1-10 (Light
20 Agriculture with a 10-acre minimum lot size), A-2-10 (Heavy Agriculture with a
21 10-acre minimum lot size), A-P (Light Agriculture with Poultry), C-R
22 (Commercial Retail), M-SC (Manufacturing – Service Commercial), R-A-1
23 (Residential Agricultural with a 1-acre minimum lot size), R-A-10 (Residential
24 Agricultural with a 10-acre minimum lot size), and R-R (Rural Residential), R-A
25 (Residential Agricultural), R-A-2 1/2 (Residential Agricultural with a 2-1/2 acre
26 minimum lot size), and N-A-640 (Natural Assets) to SP (Specific Plan). The SP
27
28

1 zoning classification would establish those development standards required to
2 implement the Specific Plan.
3

4 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following
5 environmental impacts identified in the EIR No. 471 and associated with adoption and
6 implementation of The Villages of Lakeview Project, including Specific Plan No. 342 were
7 determined to be less than significant through compliance with existing laws, regulations and
8 policies and/or implementation of project design considerations, all of which were identified and
9 discussed in the DEIR, and for which no mitigation measures were required. These
10 determinations were based upon substantial evidence in the record, and no substantial evidence
11 was submitted to or identified by the County which would indicate that the impacts set forth
12 below were significant and required mitigation:

13 (1) Aesthetics: The project will not interfere with the night time use of the
14 Mt. Palomar Observatory, as protected through Riverside County
15 Ordinance No. 655, as a result of the project's compliance with existing
16 regulatory requirements.

17 (2) Air Quality: The project has a less than significant impact on CO Hot
18 Spots, as it will not violate any State or federal standards with respect to
19 CO emissions at measured "hot spots." The project will not expose
20 sensitive receptors located within one mile of the project site to substantial
21 point source emissions generated by the project. Although the project will
22 involve the construction of sensitive receptors located within one mile of
23 the Nutrilite facility, and existing point source emitter, the project's
24 proximity to the Nutrilite facility will not exposes sensitive receptors to
25 toxic air contaminants that exceed the threshold of significance, or a
26 hazard index of 1.0 or greater for chronic non-cancer risks associated with
27 toxic air contaminants.
28

1 (3) Biology: The project will not conflict with any local policies or
2 ordinances protecting biological resources, such as a tree preservation
3 policy, as a result of project design considerations and compliance with
4 existing regulatory requirements.

5 (4) Geology: The project and project site is potentially subject to strong
6 seismic groundshaking that could expose people and structures to potential
7 substantial adverse effects, but this potential impact was determined to be
8 less than significant through compliance with existing Riverside County
9 Standards relating to groundshaking and compliance with the State
10 Alquist-Priolo Act. The project could be subject to geologic hazards such
11 as seiche, mudflow, or dam failure, but this impact was determined to be
12 less than significant through compliance with existing required State law
13 (California Civil Code Section 1103-1103.4) and General Plan policies.
14 The project will have a less than significant impact on deposition,
15 siltation, or erosion which may modify the channel of a river or stream or
16 the bed of a lake as a result of compliance with existing regulations, such
17 as preparation and compliance with a Stormwater Pollution Prevention
18 Plan and Water Quality Management Plan. The project's impact with
19 respect to encountering areas with organic material in soil that exceed
20 County requirements can be reduced to less than significant through
21 compliance with existing regulations, such as County Requirements for
22 Methane Mitigation Protocol on Vacant Lots.

23 (5) Hazards: The project will not create a significant hazard to the public or
24 the environment through routine transport, use, or disposal of hazardous
25 materials because it is required to comply with existing federal and state
26 regulations that regulate the manufacture, transport, and packing of
27 hazardous materials. The project will not impair implementation of or
28

1 physically interfere with an adopted emergency response plan through
2 compliance with existing regulations, specifically County of Riverside
3 Ordinance No. 787.1, General Plan policy S5.1, and compliance with the
4 Uniform Fire Code. The project will not have a significant impact on
5 emitting hazardous emissions or handling hazardous or acutely hazardous
6 materials as a result of compliance with existing regulations, specifically
7 County Fire Code, the requirements of the California Health and Safety
8 requiring the preparation and implementation of Business Emergency
9 Plans.

- 10 (6) Hydrology: The project will not substantially alter existing drainage
11 pattern of the site or area, including the alteration of the course of a stream
12 or river, in a manner which would result in substantial erosion or siltation
13 on- or off-site through compliance with existing regulations, such as the
14 Water Quality Management Plan, General Plan policies OS 3.3, OS 5.3
15 and the Specific Plan Drainage Plan Development Standards. The project
16 will not violate any water quality standards or waste discharge
17 requirements through compliance with existing laws and regulations such
18 as the National Pollutant Discharge Elimination System (NPDES), Water
19 Quality Management Plan, and General Plan policy OS 3.3. The project
20 will not substantially deplete groundwater supplies or interfere
21 substantially with groundwater recharge such that there would be a net
22 deficit in aquifer volume or a lowering of the local groundwater table level
23 through implementation of design considerations, specifically The
24 Villages of Lakeview Specific Plan Drainage Plan Development Standards
25 and Drainage Plan. The project will not place housing within a 100 year
26 flood plain or in a FEMA mapped area. The project will have a less than
27 significant impact with respect to placing structures within a 100-year
28

1 flood hazard area by implementation of design considerations, specifically
2 construction of the proposed backbone drainage facilities, passive parks,
3 Line A and water quality basins. The project will not otherwise
4 substantially degrade water quality through compliance with existing
5 regulations such as the Stormwater Pollution Prevention Plan, General
6 Plan policy OS 3.3 and the Water Quality Management Plan which is a
7 design consideration. These same design considerations and compliance
8 with design guidelines for swales and debris basins will result in a less
9 than significant impact on the operation of new or retrofitted storm water
10 Treatment Control Best Management Practices (BMPs) (e.g., water quality
11 treatment basins, constructed treatment wetlands). The project will not
12 result in a change in absorption rates or the rate and amount of surface
13 run-off through compliance with existing regulatory requirements, and
14 project design considerations (open space preservation, parks and tree
15 planting, and increasing floodplain storage capacity). The project will not
16 expose people or structures to a significant risk of loss, injury or death
17 involving flooding through compliance with existing regulatory
18 requirements. The project will not change the amount of surface water in
19 any water body through implementation of design considerations,
20 specifically the Project Master Drainage Plan.

21 (7) Land Use: The project will not have an adverse significant effect on land
22 use within a city sphere of influence and/or within adjacent city or county
23 boundaries. The project will not be inconsistent with the site's existing or
24 proposed zoning. The project will not disrupt or divide the physical
25 arrangement of an established community.

26 (8) Public Services: The project will not result in a substantial adverse
27 physical impacts associated with the provision of new or physically altered
28

1 medical service facilities, the construction of which could cause
2 significant environmental impacts because the project is required to
3 comply with and implement existing regulations and previously-adopted
4 requirements such as Mitigation Measure 4.15.7A of the County General
5 Plan EIR as well as project design considerations such as providing health
6 clinics, educational programming, and medical clinics on-site. The project
7 will not result in significant impacts to library services through
8 compliance with Ordinance No. 659.6 and project design considerations
9 which include providing a library as part of the project. The project will
10 not adversely affect school facilities through compliance with State law
11 which requires the payment of school mitigation fees. The project will not
12 result in an adverse impact on the sheriff services through compliance
13 with Ordinance No. 659.6 and General Plan policy LU 5.1.

- 14 (9) Recreation: The project provision of recreational facilities will not have a
15 significant adverse physical effect on the environment due to compliance
16 with General Plan policies OS 20.4, OS 20.5 and OS 20.6. The project
17 provides adequate park land and/or fees through compliance with required
18 regulations, specifically Riverside County Ordinance No. 460.143, Section
19 10.35 and project design considerations, specifically Specific Plan
20 Standard B.1.d.12. The project includes neighborhood and regional parks
21 to avoid impacts to existing neighborhood and regional parks. This impact
22 is addressed through compliance with existing regulations Riverside
23 County Ordinance No. 460.143, Section 10.35, and project design
24 considerations, specifically Specific Plan Standard B.1.d.12. The project
25 also provides recreational trails that connect to regional and local trails.

26 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following
27 environmental impacts associated with The Villages of Lakeview project, including Specific
28

1 Plan No. 342, are potentially significant unless otherwise indicated, but each of these impacts
2 will be avoided or substantially lessened by the identified mitigation measures, and that for each
3 of the following impacts, the Board of Supervisors finds, based upon substantial evidence in the
4 record and, in accordance with CEQA Section 21081(a)(1), that “Changes or alterations have
5 been required in, or incorporated into, the project which mitigate or avoid the significant effects
6 on the environment,” as follows:

7 A. Aesthetics

8 1. Impacts:

9 The development of the project will have a substantial effect upon
10 Ramona Expressway, a County Eligible Scenic Highway corridor.
11 Additionally, the project has the potential to substantially damage
12 scenic resources on site, and will create of an aesthetically
13 offensive site open to public view from Wolfskill Avenue, Mike
14 Lane and Poppy Lane. These are significant impacts which will be
15 mitigated to below a level significance. Aesthetic impacts to
16 Ramona Expressway will be mitigated by compliance with
17 General Plan policies LU 13.1, 2 and 5, and OS 21.1, 22.1, and
18 22.3 which require among other design components a 50-foot
19 setback from Ramona Expressway, and undergrounding utility
20 lines on Ramona Expressway, and compliance with MM
21 Aesthetics 1 and 2. Potential aesthetic impacts to scenic resources
22 on the project site will be mitigated through regulatory compliance
23 with General Plan policies regarding avoiding the blocking of
24 public views with solid walls, and incorporation of project design
25 considerations such as providing a 30-foot equestrian trail along
26 the project’s southern boundary and trail access to the Lakeview
27 Mountains) as well as compliance with MM Aesthetics 3 which
28

1 requires the preservation of existing mature trees and the potential
2 replacement of trees along the entry to the thoroughbred farm, if
3 required. Finally, the project minimizes potential impacts to the
4 obstruction of prominent scenic vistas or views open to the public
5 through compliance with General Plan policies regarding
6 avoidance of public view blockage and preserving views of the
7 Lakeview Mountains as set forth in LU 13.1, 2, and 5 and OS 21.1,
8 22.1 and 22.3., as well as compliance with MM Aesthetics 4.

9 2. Mitigation:

10 *Mitigation Measure Aesthetics 1* has been adopted and made a
11 condition of the project to reduce potential impacts to Ramona
12 Expressway as follows: the water tank(s) to be located within
13 Planning Area 81 in the Lakeview Mountains shall be screened
14 using landscaping and paint colors that blend in with the
15 surrounding hills. A combination of earthen berms and landscaping
16 may be used. The landscape screening plans shall be submitted to
17 Eastern Municipal Water District for approval prior to approval of
18 final construction documents for the tank(s).

19 *Mitigation Measure Aesthetics 2* has also been adopted and made
20 a condition of the project to reduce potential impacts on scenic
21 highways as follows: landscaping shall be provided adjacent to the
22 Mixed-Use Town Center Village to address foreground views from
23 Ramona Expressway (a County Eligible Scenic Highway corridor).
24 The extent and nature of the landscaping shall be reviewed and
25 approved by the County during the Village Refinement Process for
26 this village. The landscaping shall include drought-tolerant, low
27 groundcover and shrubs with mulch or rock to provide an
28

1 attractive ground plain. Because views of the Lakeview
2 Mountains may be afforded, trees shall be grouped in such a way
3 as to allow open areas of intermittent views (i.e., no solid row of
4 trees).

5 ***Mitigation Measure Aesthetics 3*** has been adopted and made a
6 condition of the project to reduce potential impacts to scenic
7 resources: the landscaping of the Hansen Avenue area park shall
8 include the preservation of existing mature trees, if possible, and
9 the use of white split rail fences. The preservation of the trees shall
10 be confirmed at the approval of the VRP for the Garden Village
11 and finalized prior to building permit issuance for the last adjacent
12 residential unit. If the 24 existing trees along the entry to the
13 thoroughbred farm cannot be preserved, then they shall be replaced
14 within the planned park at a ratio of 1:1 by the planting of new 36-
15 inch box trees of the same species as the mature trees being
16 removed. The Multi-Purpose Community Trail along Hansen and
17 Wolfskill Avenues and Poppy Road shall also include trees spaced
18 so as not to block views and white split-rail fences. Prior to
19 grading permits, landscape plans shall be submitted to the Building
20 Department for approval. Construction of trail and landscaping
21 shall occur commensurate with adjacent implementing tracks and
22 finalized prior to Final Inspection of last adjacent residential unit.
23 Construction of the park elements shall be completed as required
24 per unit number triggers in the Specific Plan (No. 342) as reflected
25 in the Parkland Tracking Report.

26 ***Mitigation Measure Aesthetics 4*** has been adopted and made a
27 condition of the project to reduce potential impacts to prominent
28

1 scenic vistas from Wolfskill Avenue, Mike Lane, and Poppy Lane:
2 grading plans for the portions of Planning Areas 57 and 58 which
3 about Wolfskill or Poppy, shall be reviewed by the Building
4 Department to ensure that slopes which are higher than existing
5 roads are no higher or longer than the Conceptual Grading
6 Diagram in Specific Plan 342 indicates. Building layouts and
7 setbacks shall also be reviewed to ensure that some views over or
8 between proposed buildings are maintained along Wolfskill
9 Avenue. Some means of achieving the intent of this mitigation
10 may include, but are not limited to: reduced-height homes along
11 the frontage with existing local roads, larger setbacks, stepped
12 grading, etc.

13 B. Agricultural Resources

14 1. Impacts:

15 The project will cause development of non-agricultural uses within
16 300 feet of agriculturally zoned property (County of Riverside
17 Ordinance No. 625, Right-to-Farm). This would be a significant
18 impact which can be mitigated to less than significant with
19 mitigation.

20 2. Mitigation:

21 *Mitigation Measure Ag 1* has been adopted and made a condition
22 to the project to reduce potential impacts due to incompatibility
23 between agricultural uses and proposed suburban development as
24 follows: proposed residences, school buildings, and commercial
25 structures shall be setback 300 feet from existing active
26 agricultural uses of an offensive nature, which are defined as:
27 corrals, chicken houses, dairy waste ponds, manure stockpiles, or
28

1 commercial livestock. This setback shall not apply to areas of the
2 project where Ramona Expressway intervenes between active
3 agriculture and proposed development because the expressway
4 will act as the buffer. The 300-foot buffer area may include public
5 road rights-of-way, parking lots, and service or maintenance areas.
6 In addition to project edge conditions, the 300-foot setback shall
7 also apply to interim conditions on-site between occupied project-
8 related buildings and existing on-site agricultural uses of an
9 offensive nature (e.g., chicken ranch) that are located in a later
10 phase of project development and may remain operational while
11 earlier phases of development are being built.

12 C. Biological Resources

13 1. Impacts:

14 The development of this project has the potential to significantly
15 conflict with the provisions of the Western Riverside County
16 Multi-Species Habitat Conservation Plan (WRCMSHCP). The
17 project will introduce new sources of nighttime lighting and glare
18 near conservation areas for outdoor security purposes and the
19 residences located on site. Proposed land uses immediately
20 adjacent to the SJWA (northern interface) consist of conservation
21 and open space with drainage facilities (including but not limited
22 to drainage facilities, water quality basins, and passive parks).
23 Proposed land uses adjacent to the Lakeview Mountains (southern
24 interface) consist of residential development (including a fuel
25 modification zone for fire protection) and park use. Potential
26 impacts from introduced lights include impacts to migratory birds
27 that use constellations to guide them during migration and impacts
28

1 to foraging, reproduction, and circadian rhythms of other species.
2 The development of the project may create a significant impact to
3 the Conservation Area from the adjacent residential land uses, and
4 the domestic pets of those residential areas. In addition, the
5 project may have a substantial adverse effect to the habitat of the
6 coastal California gnatcatcher, interfere substantially with sensitive
7 bird species, have a substantially adverse effect on sensitive
8 natural habitat, and have a substantially adverse effect on federally
9 protected wetlands. Also, the development of the project may
10 have a substantial adverse effect on federally protected wetlands as
11 defined by Section 404 of the Clean Water Act through direct
12 removal, filling, hydrological interruption, or other means. Each
13 of these potentially significant impacts can be mitigated to a less
14 than significant level with mitigation. The project's conflicts with
15 the provisions of an adopted Habitat Conservation Plan, Natural
16 Communities Conservation plan, or other approved local, regional,
17 or state conservation plan can be mitigated to less than significant
18 with implementation of Mitigation Measures Bio 1, 2, 3, 4, 9, 10,
19 11, 11a, 11b, 12, 13 and 14. The project's impact on any
20 endangered or threatened species, or any species identified as
21 candidate, sensitive, or special status can be mitigated to less than
22 significant through compliance with Mitigation Measures Bio 1, 2,
23 3, 4, 5, 11b, and 13 and compliance with the requirements of the
24 Multi-Species Habitat Conservation Plan, the Stephens' kangaroo
25 rat Habitat Conservation plan, and Design Considerations
26 including preservation of Lakeview Mountains and open space
27 near the San Jacinto River, adherence to a ban on all invasive plant
28

1 species, and establishment of a 500-foot setback from the San
2 Jacinto Wildlife Area. The project's impact on wildlife movement
3 and the use of established wildlife corridors can be mitigated to
4 less than significant with implementation of Mitigation Measures
5 Bio 6 and 13. The project's impact on any riparian habitat or other
6 sensitive natural community can be mitigated to less than
7 significant with implementation of Mitigation Measures Bio 7, 8, 9
8 and 13. The project's potential impact on federally protected
9 wetlands as defined by the Clean Water Act can be mitigated to
10 less than significant with implementation of Mitigation Measures
11 Bio 7, 8 and 9 and 13.

12 2. Mitigation:

13 *Mitigation Measure Bio 1* has been adopted and made a condition
14 of the project in order to reduce potential impacts of lighting from
15 the development on the Conservation Area: The CC&Rs and
16 Homeowners' Associations will ensure that lighting is not
17 projected into the Conservation Area at either interface. Street
18 lighting will be designed with internal baffles to direct the lighting
19 towards the ground and have a zero side angle cut off to the
20 horizon. At the interface with the Lakeview Mountains, street
21 lighting will be at least 50 feet away from the Conservation Area.
22 North of Ramona Expressway, street lighting will be at least 400
23 feet from the project's proposed conservation areas and at least
24 500 feet away from the existing SJWA. The shielded lighting and
25 adequate setback will ensure that there will be no spillage of
26 lighting into the Conservation Area. The CC&Rs shall be
27 submitted to the Planning Department and County Counsel prior to
28

1 Map Recordation and will restrict the placement and use of
2 lighting on private residential properties, such that individual
3 residences will not direct lighting into the Conservation Area.

4 ***Mitigation Measure Bio 2*** has been adopted and made a condition
5 of approval of the project in order to minimize impacts to the
6 Conservation Area from the adjacent residential development:
7 Planning Areas and roads adjacent to the SJWA, Proposed
8 Constrained Linkage 20 (wildlife corridor) and the Lakeview
9 Mountains will incorporate barriers (as appropriate) to minimize
10 unauthorized public access, domestic animal predation, illegal
11 trespass, or unauthorized dumping. The exception will be public
12 access locations, which will direct the public into authorized
13 access areas within the Conservation Area (i.e., SJWA and the
14 Lakeview Mountains). All barriers will be placed within the
15 boundaries of the development and will be outside of the
16 Conservation Areas. Barriers will be located between the
17 SJWA/Lakeview Mountains and houses/paved roads. Barriers will
18 be designed to accommodate wildlife movement, but directing
19 wildlife away from residential areas. Barriers may consist of, but
20 not be limited to, walls, plants, fences, berms, and other
21 means (such as horizontal distance and vertical distance) or
22 combination of means to achieve the desired result. The final
23 design of the barriers shall be completed based on consultation
24 between the developer, County Planning Department, and as
25 approved by the County Environment Programs Department when
26 tentative tract maps and/or road plans are approved. California
27 Department of Fish and Game San Jacinto Wildlife Area
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1 representatives will be consulted regarding final design of barriers
2 along the SJWA edge. Where barriers are required between
3 established conservation areas and other areas of the project site,
4 impacts to cultural resources shall be taken into consideration with
5 respect to location, design, and installation such that cultural
6 resources adjacent to the conservation areas are avoided and that
7 the setting is respected or enhanced. The County Archaeologist, or
8 designee thereof, shall review all barrier plans proposed adjacent
9 to conservation areas on-site to assure consistency with this
10 mitigation measure.

11 **Mitigation Measure Bio 3** has been adopted and made a condition
12 of approval of the project in order to minimize impacts to the
13 Conservation Area from the domestic animals residing in the
14 adjacent residential development: The project Conditions,
15 Covenants and Restrictions shall restrict the number of domestic
16 animals (e.g., dogs, cats and other predatory animals) allowed per
17 residence to two, thus further limiting potential impacts. Cats shall
18 be limited to indoors. Copies of the CC&Rs shall be provided to
19 the County Planning Department prior to Map Recordation. This
20 mitigation measure applies to development north of Ramona
21 Expressway (Resort Village) and the following planning areas
22 south of Ramona Expressway: 58, 66-69, 73, and 77.

23 **Mitigation Measure Bio 4** has been adopted and made a condition
24 of the project in order to reduce impacts to Burrowing Owl habitat:
25 No more than 30 days prior to ground disturbance associated with
26 the development of the project regarding clearing, grading, or
27 demolition, a qualified biologist will conduct a pre-construction
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1 burrowing owl survey to satisfy Objective Number 5 of the
2 MSHCP species-specific objectives for the burrowing owl. If
3 breeding burrowing owls are detected on site, the Master
4 Developer will coordinate with the County of Riverside
5 Environmental Programs Department (EPD) to determine if the
6 occupied habitat will need to be avoided, or if the owls can be
7 relocated from the site. If the relocation of owls is approved, the
8 Master Developer will prepare a plan of relocation (passive or
9 active) to be approved by EPD and the responsible wildlife
10 agencies (i.e., U.S. Fish and Wildlife Service and CDFG). If
11 approved, relocation will be conducted outside of the breeding
12 season. If non-breeding owls are identified on site, including
13 wintering owls, the proponent will also notify EPD, and will
14 relocate the owls following a protocol to be approved by EPD and
15 the wildlife agencies.

16 *Mitigation Measure Bio 5* has been adopted and made a condition
17 of the project in order to reduce impacts to gnatcatchers habitat: If
18 habitat suitable to support the coastal California gnatcatcher is to
19 be removed between March 1 and August 15, focused surveys
20 shall first be conducted to determine if the habitat is occupied by
21 gnatcatchers. If gnatcatchers are present and are determined to be
22 nesting, the occupied areas shall be avoided until after August 15.

23 *Mitigation Measure Bio 6* has been adopted and made a condition
24 of the project in order to reduce impacts to sensitive bird species:
25 The removal of potential nesting vegetation of sensitive bird
26 species will be conducted outside of the nesting season (February 1
27 to August 31) to the extent that this is feasible. If vegetation must
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1 be removed during the nesting season, a qualified biologist will
2 conduct a nesting bird survey of potentially suitable nesting
3 vegetation prior to removal. Surveys will be conducted no more
4 than three (3) days prior to scheduled removals. If active nests are
5 identified, the biologist will establish buffers around the vegetation
6 containing the active nest (500 feet for raptors and 200 feet for non
7 raptors). The vegetation containing the active nest will not be
8 removed, and no grading will occur within the established buffer,
9 until a qualified biologist has determined that the nest is no longer
10 active (i.e., the juveniles are surviving independent from the nest).
11 If clearing is not conducted within three days of a negative survey,
12 the nesting survey must be repeated to confirm the absence of
13 nesting birds.

14 *Mitigation Measure Bio 7* has been adopted and made a condition
15 of approval of the project in order to minimize impacts to
16 jurisdictional waters of the United States: Prior to the issuance of a
17 grading permit, individual projects will obtain the necessary
18 authorizations from the regulatory agencies for proposed impacts
19 to jurisdictional waters. Authorizations may include, but are not
20 limited to, a Section 404 permit from the Army Corps of
21 Engineers, a Section 401 Water Quality Certification from the
22 Regional Board, and a Section 1602 Streambed Alteration
23 Agreement from California Department of Fish and Game.

24 *Mitigation Measure Bio 8* has been adopted and made a condition
25 of approval of the project in order to further minimize impacts to
26 jurisdictional waters: Project-specific impacts to jurisdictional
27 waters will be mitigated at a 3:1 ratio in a manner to be determined
28

1 by the Master Developer and to be approved by the Army Corps of
2 Engineers, California Department of Fish and Game, and the
3 Regional Board through the permitting process.

4 *Mitigation Measure Bio 9* has been adopted and made a condition
5 of the project in order to minimize impacts to the natural
6 hydrological function of the area: To allow for future flexibility in
7 the hydrological function of the project drainage system so as to
8 best meet the needs of the off-site wetlands and on-site vernal pool
9 areas, the Central Park detention basin shall be designed to allow
10 flows to be detained (as currently planned) or to bypass
11 (completely or partially) the basin such that greater flows can be
12 released to the wetland area to most closely mimic existing
13 conditions in the 2-year and 10-year storm.

14 *Mitigation Measure Bio 10* has been adopted and made a
15 condition of approval of the project in order to minimize other
16 impacts to the MSHCP: The County of Riverside is a participating
17 entity or permittee of the MSHCP. The purpose of the MSHCP is
18 to conserve open space and habitat on a county-wide, cumulative
19 basis. Take authorization for the MSHCP was granted by the
20 USFWS and CDFG on June 22, 2004. The County of Riverside
21 will be allowed to utilize its allotted authorized take for projects in
22 compliance with the MSHCP. Compliance with the MSHCP fee
23 requirements will provide adequate mitigation for potential
24 impacts to the burrowing owl and other species and plant
25 communities determined to be adequately conserved by the
26 MSHCP. To address the impacts associated with the cumulative
27 loss of habitat for special status birds by the loss of habitat, the
28

1 proposed project shall be conditioned to pay Riverside County
2 MSHCP mitigation fees as set forth under Ordinance No. 810.2.

3 ***Mitigation Measure Bio 11*** has been adopted and made a
4 condition of approval of the project: In order to increase public
5 awareness and knowledge about local environmental issues and
6 reduce potential significant indirect effects of development near to
7 Conservation Areas, the Master Developer of the proposed project
8 shall provide an Environmental Stewardship Program. The
9 program will include methods of community education such as
10 interpretive and directional signs, demonstrations, and pamphlets.
11 The types of information presented shall include, but not be
12 limited to: lighting, noise, keeping on trails, wildlife, plants,
13 habitats, barriers, domestic animals, toxics such as pesticides, and
14 invasive species. The Environmental Stewardship Program shall
15 include a fund to be administered by the Lakeview Community
16 Services Organization and a portion of the fund shall be used for
17 SJWA management items, including feral animal trapping,
18 removal of trash, invasive species removal and enforcement. The
19 budget will be developed in consultation with the California
20 Department of Fish and Game.

21 ***Mitigation Measure Bio 11a*** has been adopted and made a
22 condition of the project in order to reduce the potential significant
23 indirect effects of invasive species to Conservation Areas. This
24 measure requires that the Specific Plan will design landscaped
25 areas adjacent to the SJWA and Lakeview Mountains to avoid the
26 use of invasive plant species identified in Table 6-2 of the MSHCP
27 document. Of the 86 species identified in the MSHCP table (see
28

1 also Appendix D (CD #3) and Appendix C (CD #3) of the Specific
2 Plan), 71 of them will be outright prohibited within the Specific
3 Plan. Of the remaining 15 plants, if used, they shall be placed at
4 least 150 feet from the existing and proposed conservation areas in
5 the Lakeview Mountains and shall not be used within 500 feet of
6 the San Jacinto Wildlife Area and the downstream conservation
7 areas along the San Jacinto River. CC&Rs will be enforced
8 through the Home Owners' Association to exclude 71 invasive
9 species from properties throughout the project and 86 invasive
10 species from properties within the above-prescribed distances from
11 the urban/wildland interfaces. Maintenance of landscaping in these
12 areas will include the removal of invasives that may establish
13 through natural dispersal mechanisms. Such maintenance shall be
14 funded through the Environmental Stewardship Program.

15 *Mitigation Measure Bio 11b* has been adopted and made a
16 condition of the project in order to further minimize impacts to the
17 Conservation Area from the proposed adjacent residential uses: In
18 order to reduce the potential significant indirect effects of
19 pesticides and rodenticides to conservation areas, the
20 Environmental Stewardship Program established under MM Bio
21 11, shall include an Integrated Pest Management (IPM) program.
22 The IPM program will 1) Establish minimum action thresholds for
23 the application of pesticides; 2) Provide educational materials to
24 promote accurate identification of pests by homeowners, so
25 appropriate control decisions can be made in conjunction with
26 action thresholds; 3) Educate homeowners to promote the
27 prevention of pests before infestation occurs; and 4) Recommend
28

1 thresholds for utilization of control methods. Compliance with the
2 IPM program will be made a requirement of the project
3 Conditions, Covenants and Restrictions, and enforced through the
4 homeowners association.

5 **Mitigation Measure Bio 12** has been adopted and made a
6 condition of the project in order to further minimize impacts to the
7 Conservation Area from the proposed adjacent residential uses:
8 Where barriers are required between established conservation areas
9 and other areas of the project site, impacts to cultural resources
10 shall be taken into consideration with respect to location, design,
11 and installation such that cultural resources adjacent to the
12 conservation areas are avoided and that the setting is respected or
13 enhanced. The County Archaeologist, or designee thereof, shall
14 review all barrier plans proposed adjacent to conservation areas
15 on-site to assure consistency with this mitigation measure.

16 **Mitigation Measure Bio 13** has been adopted and made a
17 condition of the project in order to further minimize impacts to the
18 Conservation Area from the proposed adjacent residential uses:
19 Prior to issuance of grading permit for all Planning Areas located
20 adjacent to a conservation area that will come under Riverside
21 Conservation Authority Management, sensitive resources
22 (conservation areas) shall be delineated with temporary
23 construction fencing. Training for construction workers and
24 construction management personnel shall have occurred which
25 informs project workers of their responsibilities in regards to
26 avoiding and minimizing impacts to sensitive biological resources
27 through avoiding the fenced areas.
28

1 *Mitigation Measure Bio 14* has been adopted and made a
2 condition of the project in order to further minimize impacts to the
3 Conservation Area from the proposed adjacent residential uses:
4 To further deter wildlife from entering developed areas, trash
5 receptacles and refuse containers located within the Greenbelt and
6 parks located within 100 feet of all Conservation Areas shall be
7 provided with mechanisms which prevent scavenging animals
8 from gaining access to the contents of such trash containers.

9 D. Cultural

10 1. Impacts:

11 The development of the project may cause a substantial adverse
12 change in the significance of a historical or archaeological resource
13 as defined in California Code of Regulations Section 15064.5. In
14 addition, during the construction phase of the project, human
15 remains may be disturbed or a unique paleontological resource
16 may be destroyed. There are 23 recorded cultural resource sites
17 that may be impacted by the development of the project. The list
18 of these sites are as follows: CA-RIV-6726H, CA-RIV-8712, CA-
19 RIV 4156H, CA-RIV 8710H, CA-RIV 394, CA-RIV 8707, CA-
20 RIV 397, CA-RIV 806, CA-RIV 2585, CA-RIV 4155, CA-RIV
21 8698, CA-RIV 8699, CA-RIV 8700, CA-RIV 8704, CA-RIV
22 8705, CA-RIV 8711, CA-RIV 1842, CA-RIV 4156H, CA-RIV
23 4158, CA-RIV 8702, CA-RIV 8703, CA-RIV 8706, and CA-RIV
24 8712. A description of each, the project's potential impacts, and
25 the appropriate mitigation measures are listed below. To address
26 potential impacts to historical resources as defined in California
27 Code of Regulations Section 15064.5 of Title 14, the project shall
28

1 implement MM Cultural 1. To address potential impacts to
2 archaeological resources, the project shall implement MM Cultural
3 1 and MM Cultural 2. Potential impacts to the disturbance of
4 human remains, if inadvertently discovered are addressed through
5 compliance with MM Cultural 1 and 2. Impacts to paleontological
6 resources are addressed by compliance with MM Paleontology 1
7 and MM Paleontology 2. Each of these potentially significant
8 impacts can be mitigated to a less than significant level with
9 mitigation.

10 2. Mitigation

11 *Mitigation Measure Cultural 1* has been adopted and made a
12 condition of approval of the project in order to minimize potential
13 impacts to known cultural, paleontological, archeological, and
14 other culturally significant resources: A master Cultural Resources
15 Management Plan (CRMP) was prepared and is contained in
16 Chapter 9 of the Cultural Resources Study. The master CRMP
17 contains mitigation measures for prehistoric sites and strategies to
18 implement the mitigation measures over the course of the project
19 development. When a tentative tract or other development project
20 within the Specific Plan area is filed on land containing, or within
21 500 feet of, prehistoric sites, an addendum to the master CRMP
22 will be prepared to address the sites affected by that tentative tract
23 or project. Each such addendum to the CRMP will be prepared in
24 consultation with the Native American tribes consulted for the
25 project, the Tribal Traditional Resources Advisory Committee, and
26 landowners and shall be reviewed and approved by the County.
27 Riverside County Transportation Commission shall also be
28

1 consulted during preparation of any addendums to the master
2 CRMP for properties located adjacent to the MCP project.

3
4 As required by CEQA Guidelines Sections 15064.5(e) and (f), the
5 CRMP addendum shall contain detailed provisions for the
6 treatment of unanticipated discoveries during project construction,
7 including human remains. The provisions of the CRMP should be
8 consistent with state law as contained in Health and Safety Code
9 Section 7050.5, and PRC Sections 5097.94 and 5097.98. Such
10 mitigation shall be addressed in a manner consistent with the
11 following:

- 12 a. If buried materials of potential historical, cultural or
13 archaeological significance are accidentally discovered
14 during any earth-moving operations associated with the
15 proposed project, all work in that area shall be halted or
16 diverted until a qualified archaeologist can evaluate the
17 nature and significance of the finds. If the find is
18 determined to be an historical or unique archaeological
19 resource, as defined in Section 15064.5 of the California
20 Code of Regulations (State CEQA Guidelines), avoidance
21 or other appropriate measures as discussed in the CRMP
22 shall be implemented.
- 23 b. If evidence of potentially significant prehistoric or historic
24 resources is uncovered during project-related grading
25 outside of the high sensitivity areas in which archaeological
26 and Native American monitoring has already been required,
27 the extent of monitoring shall be amended and the presence
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1 of a Native American monitors shall be incorporated into
2 the monitoring program for all areas in the affected
3 tentative tract.

- 4 c. If human remains are encountered, California Health and
5 Safety Code Section 7050.5 states that no further
6 disturbance shall occur until the Riverside County Coroner
7 has made the necessary findings as to whether the remains
8 are Native American. If the Riverside County Coroner
9 determines the remains to be Native American, the Native
10 American Heritage Commission (NAHC) shall be
11 contacted pursuant to the law, and the NAHC shall identify
12 the most likely descendant. The most likely descendant
13 shall then make recommendations in the time frames set
14 forth in the Public Resources Code, and engage in
15 consultation with the project proponent and landowner
16 concerning the treatment of the remains as provided in
17 Public Resources Code Section 5097.98. Pursuant to
18 California Public Resources Code Section 5097.98(b)
19 remains shall be left in place and free from disturbance
20 until the most likely descendant has made his or her
21 recommendation regarding the treatment and disposition of
22 the human remains and any associated grave goods. Should
23 the most likely descendant fail to make a recommendation
24 or the landowner or his or her authorized representative
25 rejects the recommendation of the descendant, the
26 landowner (or authorized representative) is required to inter
27 the human remains and associated grave goods with
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1 appropriate dignity on the property in a location not subject
2 to further and future subsurface disturbance.

3 In addition to unanticipated discoveries, the CRMP addendum
4 shall incorporate the following recommendations to mitigate
5 impacts to identified cultural resources:

6 d. CA-RIV-6726H is the historical-period Colorado River
7 Aqueduct (CRA). The CRA is currently in use and will not
8 be modified by the proposed TVOL plan. SRI does not
9 recommend any archaeological work in association with
10 the CRA corridor. Two benchmarks that associated with
11 the CRA are located within the TVOL project area and
12 outside of the CRA corridor. Each is located within a
13 separately recorded prehistoric site. One benchmark,
14 Feature 2, is located within Locus C of site RIV-8712, and
15 will be preserved in place. The other, Feature 1, is located
16 on a boulder within site RIV-4156/H, which is in an area
17 subject to direct impacts from development. These
18 benchmarks are considered contributing elements to the
19 CRA and should be preserved in place if possible. If
20 preservation is not feasible, as may be the case with Feature
21 1, the affected benchmark shall be fully documented and
22 relocated or salvaged for interpretive uses. Treatment of
23 the benchmark recorded as RIV-6762H Feature 1 shall be
24 documented as part of the Data Recovery Plan for site RIV-
25 4156/H to be prepared in an addendum to the CRMP.

26 e. RIV-8710H is a historical-period refuse dump that most
27 likely derives from a construction camp for the CRA. The
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1 dump has good integrity and is eligible due to its
2 association with the CRA and the potential of the site
3 contents to provide additional information about
4 chronology of the dump, subsistence at the camps, the
5 relationship between the camp and the local and regional
6 economies, and the technology of CRA construction. The
7 site is situated at the northern edge of the TVOL project
8 area, adjacent to the San Jacinto Wildlife Area, and is
9 believed to be located on land owned by Lewis Operating
10 Corp. Because the site will be subject to indirect impacts
11 from possible illicit artifact collection due to the increased
12 population of the project area, a data recovery plan in the
13 form of detailed recording and mapping of all items at the
14 dump, along with photographic documentation or
15 collection of diagnostic and unique items shall be
16 implemented. Although subsurface deposits are unlikely at
17 the site, a limited set of shovel probe excavations to
18 determine if any dump materials have become completely
19 buried shall be implemented, and recovery of a
20 representative sample of such materials, if present shall be
21 conducted.

22 The recommended data recovery work shall be conducted prior to
23 issuance of a grading permit for Phase 1a of the TVOL project.
24 Prior to conducting the fieldwork, the California Department of
25 Fish and Game, and the U.S. Army Corps of Engineers shall be
26 notified and provided with a plan of work for the data recovery.
27 The results of the data recovery investigations at site RIV-8710H
28

1 shall be documented in a professional quality technical report, and
2 as public interpretive information to be presented in the form of
3 brochures, public lectures, and signage placed within public parks
4 and facilities.

5 f. Sites RIV-394 and RIV-8707 are not to be subject to direct
6 adverse impacts, and are to be preserved in place in their
7 entirety. Current plans for the Public Facilities planning
8 area call for water tanks to be placed and a pipeline to be
9 installed south and west of the sites. To mitigate potential
10 indirect effects from possible vandalism, future
11 development within the Public Facilities planning area, and
12 activities within the nearby fuel modification zone, the Site
13 Preservation Plan for these sites will include provisions for
14 the sites to be flagged and avoided, and for archaeological
15 and Native American monitors from the tribes consulted for
16 the project to be present during all activities that could
17 cause ground disturbance within 100 feet of the sites.

18 g. CA-RIV-397 consisting of a boulder outcrop and
19 rockshelter with pictographs and an associated midden
20 area, is located at the edge of a Medium High Residential
21 planning area near the toe of the slope of the Lakeview
22 Mountains. The boulder containing the rockshelter and rock
23 art is located in the Open Space planning area, and thus will
24 be avoided and preserved from direct impacts. The
25 remainder of the site will be added to the Open Space
26 planning area and preserved from development, which will
27
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1 prevent direct impacts to all known cultural deposits, and
2 provide a buffer between residential development the Split
3 Rock boulder and associated rock art panels. To mitigate
4 potential indirect effects from possible vandalism, illicit
5 artifact collection, and changes in the integrity if setting,
6 feeling, and association resulting from the proximity of the
7 residential use, a Site Preservation Plan shall be prepared
8 prior to approval of any tentative tract within 500 feet of
9 the site. The Site Preservation Plan shall be based on
10 consultation among the Tribes, Tribal Traditional
11 Resources Advisory Committee, Regional Conservation
12 Authority, and, if possible and culturally appropriate, the
13 County, and shall include provisions for removal of modern
14 graffiti, detailed recording of rock art elements by a
15 recognized rock art expert, capping of exposed cultural
16 deposits with fill and restoration of native vegetation, and
17 protection of the site area from vandalism through
18 appropriate fencing, landscaping, and interpretation.

- 19 h. Sites CA-RIV-806, 2585, 4155, 8698, 8699, 8700, 8704,
20 8705, and 8711 consist of varying numbers of milling
21 features, including both slicks and mortars, some with
22 associated cultural deposits, all located within Open Space
23 planning areas. The sites are not subject to grading or other
24 ground disturbances associated with development and
25 therefore no direct impacts to these sites are anticipated;
26 however, indirect impacts could occur as a result of the
27 proximity of residential areas, the recreational use of
28

1 nearby trails, and activities within adjacent fuel
2 modification zones. No mitigation measures are proposed
3 for RIV-806 because of the distance to the trails. For the
4 remainder of the sites, to provide long term management
5 and protection, a Site Preservation Plan shall be prepared
6 prior to approval of any tentative tract within 500 feet of
7 the site. The Site Preservation Plans for these sites should
8 include provisions for the sites to be flagged and avoided,
9 and for archaeological and Native American monitors from
10 the tribe(s) consulted for the project to be present during all
11 activities that could cause ground disturbance within 100
12 feet of the sites.

- 13 i. CA-RIV-1842 is a small- to moderate-size milling complex
14 site in the center of THE VILLAGES OF LAKEVIEW Specific
15 Plan area. It includes two milling features with milling
16 slicks. Trenching investigations identified ground stone
17 fragments, flaked stone artifacts, a faunal bone, and midden
18 deposit approximately 1.3 to 2.6 feet west of the milling
19 feature area. A midden deposit was encountered as deep as
20 4 feet below ground surface. Overall, whereas the surface
21 condition of the site is fair, the midden deposits suggest
22 some subsurface integrity and the potential to hold
23 additional cultural materials. The northern boundary of the
24 site has not been clearly defined. The Data Recovery Plan
25 for RIV-1842 shall include provisions for additional testing
26 to determine firmly the northern boundary of the site and
27 assess the composition and structure of the subsurface
28

1 deposits. Based on the testing data, a representative sample
2 of subsurface cultural deposits shall be excavated,
3 analyzed, and interpreted. The results of the data recovery
4 shall be documented in a professional report and public
5 interpretive information. The appropriate disposition of all
6 cultural resource collections resulting from data recovery
7 excavations will be determined in consultation with the
8 applicant, the County and consulted tribes, and documented
9 in the data recovery plans contained in addenda to the
10 CRMP.

- 11 j. CA-RIV-4156/H contains four milling features with a total
12 of six slicks and one mortar. Although three trenches were
13 excavated in the vicinity of the site with negative results,
14 the immediate site area was not tested and subsurface
15 deposits cannot be ruled out. The Data Recovery Plan for
16 RIV-4156/H shall include provisions for testing to confirm
17 the presence or absence of subsurface deposits. If the
18 testing indicates that a subsurface deposit is present, a
19 representative sample of subsurface cultural deposits shall
20 be excavated, analyzed, and interpreted. The results of the
21 data recovery shall be documented in a professional report
22 and public interpretive information. The appropriate
23 disposition of all cultural resource collections resulting
24 from data recovery excavations will be determined in
25 consultation with the applicant, the County and consulted
26 tribes, and documented in the data recovery plans contained
27 in addenda to the CRMP.
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1 k. CA-RIV-4158, which is believed to be a re-deposited
2 assortment of artifacts removed from other nearby sites.
3 Trenching results indicate that, although RIV-4158 appears
4 to contain sparse subsurface archaeological deposits, this
5 site may retain relatively little subsurface integrity. The
6 Data Recovery Plan for RIV-4158 shall include provisions
7 for additional testing to assess the composition and
8 structure of the subsurface deposits. Based on the testing
9 data, a representative sample of subsurface cultural deposits
10 shall be excavated, analyzed, and interpreted. The results of
11 the data recovery shall be documented in a professional
12 report and public interpretive information. The appropriate
13 disposition of all cultural resource collections resulting
14 from data recovery excavations will be determined in
15 consultation with the applicant, the County and consulted
16 tribes, and documented in the data recovery plans contained
17 in addenda to the CRMP.

18 l. Sites RIV-8702, 8703, and 8706, with three slicks, each on
19 a separate boulder, will be subject to direct adverse effects
20 from grading for residential uses. Each will require
21 preparation and implementation of a Data Recovery Plan to
22 mitigate adverse impacts from site destruction. The Data
23 Recovery Plans for these sites shall include provisions for
24 testing to confirm the presence or absence of subsurface
25 deposits. If the testing indicates that a subsurface deposit is
26 present, a representative sample of subsurface cultural
27 deposits shall be excavated, analyzed, and interpreted. The
28

1 results of the data recovery shall be documented in a
2 professional report and public interpretive information.
3 The appropriate disposition of all cultural resource
4 collections resulting from data recovery excavations will be
5 determined in consultation with the applicant, the County
6 and consulted tribes, and documented in the data recovery
7 plans contained in addenda to the CRMP.

- 8 m. Site RIV-8712 covers an area of 78.5 acres containing five
9 previously recorded sites, now defined as loci within the
10 larger site complex. The portions of the site containing the
11 rock art and milling features and having the highest surface
12 artifact density are within an Open Space planning area that
13 covers 47 acres (60 percent) of the site area. Approximately
14 12.5 acres (16 percent) of the site have already been
15 disturbed by previous construction of the CRA and the IFP.
16 The remaining portions of the site, approximately 19 acres, or
17 24 percent of the site area, will be subject to direct adverse
18 effects. To provide for long-term management and
19 protection of the portions of site 8712, a Site Preservation
20 Plan shall be prepared prior to approval of any tentative
21 tract within 500 feet of the site. The Site Preservation Plan
22 shall be based on consultation among the Tribes, Tribal
23 Traditional Resources Advisory Committee, Regional
24 Conservation Authority, and the County, and shall include
25 provisions for protection of the site area from vandalism
26 through appropriate fencing, landscaping, and
27 interpretation. The Data Recovery Plan for the portion of
28

1 RIV-8712 subject to direct impacts shall include provisions
2 for additional testing to assess the composition and
3 structure of the subsurface deposits. Based on the testing
4 data, a representative sample of subsurface cultural deposits
5 shall be excavated, analyzed, and interpreted. The results of
6 the data recovery shall be documented in a professional
7 report and public interpretive information. The appropriate
8 disposition of all cultural resource collections resulting
9 from data recovery excavations will be determined in
10 consultation with the applicant, the County and consulted
11 tribes, and documented in the data recovery plans contained
12 in addenda to the CRMP.

- 13 n. Isolates 6 and 7 are subsurface items identified during the
14 excavation of trenches 51 and 68. Located approximately
15 197 feet apart, the materials do not meet the criteria for
16 consideration as a site. However, one flaked stone artifact
17 was identified on the surface between two trenches and, as
18 it is possible that additional materials are present below the
19 surface between trenches 51 and 68; therefore, it is
20 recommended by SRI that this area is includes additional
21 subsurface investigation. SRI recommends excavation of
22 four additional trenches around TRs 51 and 68 and four
23 more between TRs 65 and 50 to the east. This work should
24 be conducted for and reported in the CRMP Addendum to
25 be prepared for the tentative tract containing these
26 resources. If the results of the testing indicate the presence
27 of an intact subsurface cultural deposit, a Data Recovery
28

1 Plan for the newly identified site shall be prepared
2 according to the provisions of the CRMP. The DRP shall
3 contain monitoring during ground-disturbing activities,
4 preparation of a professional report and public interpretive
5 information, and curation of the collection. The DRP shall
6 be reviewed and accepted by the County archaeologist prior
7 to approval of any tentative tract containing or within 500
8 feet of the site. All DRP measures for the site shall be
9 implemented prior to issuance of a grading permit for the
10 associated tentative tract. A technical report of findings,
11 including disposition of the recovered archaeological
12 collection, for the DRP shall be submitted and approved by
13 the County archaeologist prior to issuance of occupancy
14 permits for the associated tentative tract.

15 *Mitigation Measure Cultural 2* has been adopted and made a
16 condition of the project in order to minimize potential impacts to
17 as-yet undiscovered archeological, paleontological, and other
18 cultural resources: Even after full implementation of data recovery
19 through MM Cultural 1, it is possible that significant buried
20 resources could be present in many areas that will be graded.
21 Therefore, to mitigate for discovered buried sites, the entire area
22 designated as having high sensitivity for buried sites shall be
23 monitored by a qualified archaeologist and a Native American
24 monitor during any ground-disturbing activities. Full time
25 archaeological and Native American monitoring during
26 excavations shall be conducted in these areas. A full report of all
27 monitoring activities, including disposition of all resulting
28

1 collections, shall be prepared according to the provisions of the
2 Cultural Resources Management Plan.

3 ***Mitigation Measure Paleontology 1*** has been adopted and made a
4 condition of the project to minimize potential impacts to as-yet
5 undiscovered paleontological resources not determined to be a
6 significant resource: Should any paleontological resources be
7 accidentally discovered during construction, construction activities
8 shall be moved to other parts of the project site and a qualified
9 paleontologist shall be contacted to determine the significance of
10 these resources. If the find is determined to be a significant
11 paleontological resource, and if the area was identified as having a
12 "Low" sensitivity for containing paleontological resources, similar
13 sediments may be reassigned as "High" sensitivity and would be
14 subject to MM Paleontology 2.

15 ***Mitigation Monitoring Paleontology 2*** has been adopted and made
16 a condition of approval of the project to minimize potential
17 impacts to as-yet undiscovered significant paleontological
18 resources: For areas of the site identified as having a "High"
19 sensitivity for finding paleontological resources, prior to the
20 issuance of a grading permit, a qualified paleontologist shall be
21 retained and a Paleontological Resource Monitoring and Treatment
22 Plan (PRMTP) shall be prepared. Once the PRMTP is approved by
23 the County of Riverside Planning Department, grading and
24 construction activities may commence under the provisions of the
25 PRMTP. The plan should include the following:

- 26 1. Pregrade meeting with a qualified paleontologist. The
27 paleontologist will explain the likelihood for encountering
28

1 paleontological resources, what resources may be
2 discovered, and the methods that will be employed if
3 anything is discovered.

4 2. In areas mapped with High B rating, a qualified vertebrate
5 paleontologic monitor shall be present during construction
6 excavation. The monitor shall inspect fresh cuts and/or
7 spoils piles to recover paleontological resources. The
8 monitor shall be empowered to temporarily divert
9 construction equipment away from the immediate area of
10 the discovery.

11 3. If the qualified paleontologist is not present when fossil
12 remains are uncovered by earth-moving activities, these
13 activities shall be stopped and a qualified paleontologist
14 shall be called to the site immediately to evaluate the
15 significance of the fossil remains.

16 4. It is recommended that native sediments occasionally be
17 spot-screened through one-eighth to one-twentieth-inch
18 mesh screens to determine whether microfossils are
19 present. If microfossils are encountered, additional
20 sediment samples as determined by the paleontological
21 monitor shall be collected and processed to recover
22 additional fossils.

23 5. If the qualified paleontologist determines that insufficient
24 fossil remains have been found after fifty percent of earth
25 moving activities have been completed, monitoring can be
26 reduced or discontinued.

6. Any recovered specimens shall be prepared to the point of identification and permanent preservation, which may include the picking of any washed mass samples to recover small invertebrate and vertebrate fossils, if present, the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and the hardeners/stabilizers to fragile specimens.
7. Specimens shall be identified to the lowest taxonomic level possible and curated at an institutional repository approved by the County of Riverside.
8. A report shall be prepared that details the methods and results of the monitoring program, even if the results are negative. If applicable, this shall include an appended itemized inventory of identified specimens. This report shall be submitted by the project paleontologist to the County of Riverside, Planning Department, prior to the issuance of the final grading inspection for the area under each grading permit issued.

E. Geology

1. Impacts:

A portion of the project site is located on a geologic unit that is potentially unstable. In particular, the southeast portions of the project site area (the Foothill Village) may be subject to rockfall hazards. With the adoption of Mitigation Measure Geo 1, together with implementation of measures set forth in the geotechnical reports included in Appendix F of the DEIR, and compliance with existing regulatory requirements, such as County Ordinance No.

1 457 and the Uniform Building Code, those impacts are mitigated to
2 below a level of significance. Portions of the project may also be
3 located on a geologic unit or soil that is either unstable, may
4 become unstable as a result of the project and potentially result in
5 ground subsidence. This impact will be reduced to less than
6 significant through implementation of project design
7 considerations, specifically over-excavation and re-compaction of
8 on-site alluvial soil, and compliance with Mitigation Measures Geo
9 2 and 3. The project may result in a change in topography or
10 ground surface relief features, or create cut or fill slopes greater
11 than 2:1 or higher than 10 feet. This impact will be reduced to less
12 than significant with implementation of project design
13 considerations, specifically compliance with the Slope Stability
14 Report, submission of a landscaping and irrigation plan to the
15 County Building and Safety Department with the rough grading
16 plan submittal for areas where cut and fill slopes are created higher
17 than 10 feet, and compliance with Specific Plan Development
18 Standards regarding water and sewer together with implementation
19 of Mitigation Measure Geo 3. The project may result in substantial
20 soil erosion or the loss of top soil, and/or be located on expansive
21 soil. This impact will be reduced to less than significant through
22 implementation of project design considerations, specifically the
23 preparation of site specific detailed soil reports and geotechnical
24 studies before final grading activities occur, and compliance with
25 Mitigation Measure Geo 3. The project may result in an increase
26 in water induced erosion either on or offsite. This impact will be
27 reduced through compliance with existing regulations and
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1 regulatory requirements such as preparation and implementation of
2 a Stormwater Pollution Prevention Program and implementation of
3 project design considerations, specifically maintenance of all
4 common areas, recreational facilities and open space through
5 landscaping and irrigation together with implementation of
6 Mitigation Measure Geo 3. The proposed project could also result
7 in methane levels that exceed Riverside County standards. This
8 impact will be mitigated to less than significant through
9 implementation of project design considerations, specifically
10 preparation of a detailed soils report and geotechnical investigation
11 per Section 7 of the Specific Plan prior to initial grading activities
12 together with implementation of Mitigation Measure Geo 3.

13 2. Mitigation:

14 *MM Geo 1* has been adopted and made a condition of approval of
15 the project: To protect life, occupied buildings and water tanks,
16 rockfall hazards shall be addressed to planning areas adjacent to
17 the Lakeview Mountains. Evidence of past rockfalls exist onsite;
18 consequently, based upon field investigation, the majority of the
19 areas adjacent to the slopes have at least a minimal level for
20 rockfall hazard. Therefore, slope areas have been delineated by
21 three distinct rockfall hazard zones, RH Zone 1 has the least
22 potential, and RH Zone 3 has the highest potential. The following
23 recommendations for remediation are based upon the Preliminary
24 Rockfall Hazard Evaluation. Adherence to these remediation
25 measures will reduce the level of impact to less than significant.

26 RH Zone 1 – Due to the isolated nature of hazards within this zone,
27 the hazard of individual rock falls can be generally neutralized by
28

1 the removal of individual rocks and/or construction of low impact
2 walls. Blasting may be required in this zone in order to completely
3 remove the individual rock hazard.
4

5 RH Zone 2 – Local areas in this zone may only require a few
6 isolated rocks to be removed while other areas may require a more
7 regional alternative. The following measures are provided as
8 options for remediation in Zone 2:

- 9 • Construction of a debris ditch with a 5-foot tall, 1.5:1
10 (horizontal to vertical) manufactured slope, which will
11 capture falling debris. Due to the granular nature of on-site
12 soils, the slope will need to be reinforced with geogrid,
13 which is a synthetic polymer-coated material that is used to
14 reinforce an earth-fill slope, wall, and base layer
15 construction. Geogrid provides a stabilizing force within
16 the soil structure itself and will improve the surficial
17 stability of fill slopes inclined at 1.5:1. This manufactured
18 slope should be a minimum of 15 feet from the toe of the
19 natural slope. Fencing at the top of the manufactured slope
20 will be constructed to provide additional protection.
- 21 • Construction of a debris ditch with a 5-foot tall, 2:1
22 manufactured slope and 3-foot tall, top of slope impact
23 wall. The impact wall should be designed using an
24 equivalent fluid pressure of 125 pounds per cubic foot
25 (pcf). The toe of the manufactured slope should be a
26 minimum 15 feet from the toe of the natural slope.
27
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- Construction of a debris ditch with a 3-foot tall retaining wall. The base of the wall should be a minimum 15 feet from the toe of the natural slope.
- Construct a 6-foot tall Caltrans-type rock fence that should be setback a minimum of 15 feet from the toe of the natural slope.
- Implementation of a 50-foot setback from the toe of the natural slope to the property line of the proposed lots and construct fencing that will provide some additional measure of protection from rockfall hazards.

RH Zone 3 – Due to the abundant hazards in this zone, a regional remediation measure is recommended, as opposed to individual remediation/removal of specific hazardous rocks. However, due to the existence of local, large, rounded boulders located high up on the perimeter slopes in these areas, local blasting of these large fragments may be required in addition to the implementation of rockfall zone mitigation measures.

- Construction of a debris ditch with an 8-foot tall, 1.5:1 (horizontal to vertical) manufactured slope. Due to the granular nature of on-site soils, the slope will need to be reinforced with geogrid. This manufactured slope should be a minimum of 15 feet from the toe of the natural slope. A 5-foot tall fence constructed at the top of the manufactured slope will provide additional protection.
- Construction of debris ditch with a 5-foot tall, 2:1 manufactured slope and 5-foot tall top of slope impact wall. The impact wall should be designed using an equivalent

1 fluid pressure of 125 pcf. The toe of the manufactured
2 slope should be a minimum 15 feet from the toe of the
3 natural slope.

- 4 • Construction of a debris ditch with a 5-foot tall retaining
5 wall. The base of the wall should be a minimum 15 feet
6 from the top of the natural slope.
- 7 • Construct a 6-foot tall Caltrans-type rock fence that should
8 be setback a minimum of 15 feet from the toe of the natural
9 slope.
- 10 • Implementation of a 75-foot setback from the toe of the
11 natural slope to the future property line of the proposed lots
12 and construct fencing that will provide some additional
13 measure of protection from rockfall hazards.

14 *Mitigation Measure Geo 2* has been adopted and made a
15 condition of approval of the project to address potential
16 construction on a geologic unit or soil that is unstable or result in
17 ground subsidence: The upper 5 to 15 feet of alluvial soil is
18 considered to be slightly, to moderately compressible, therefore,
19 partial removal and re-compaction of this material will be
20 necessary in areas where structures are planned, in order to reduce
21 the potential for excessive total and differential settlement of the
22 structures. The depth of removal and recompaction will be
23 determined in the field based on conditions exposed but is
24 expected to include complete removal of manure and organic-rich
25 soil, complete removal of uncontrolled fill soils and removal of the
26 upper 5 to 8 feet of alluvial soil.

1 *Mitigation Measure Geo 3* has been adopted and made a condition
2 of approval of the project to address potential construction on a
3 geologic unit or soil that is unstable or result in ground subsidence;
4 the project's potential to change topography or ground surface
5 relief features; substantial soil erosion or the loss of top soil; the
6 potential for an increase in water-induced erosion; and the
7 potential exceedance of acceptable levels of methane: Prior to
8 issuance of a grading permit on any implementing project, an
9 updated soils report and geotechnical study reviewing the most
10 current development plan shall be prepared to analyze on-site soil
11 conditions and slope stability and include appropriate measures to
12 provide foundation stability, seismic design, and limit damage
13 from erosion.

14 F. Hazards

15 1. Impacts:

16 The development of the project may create a significant hazard to
17 the public or the environment through reasonably foreseeable upset
18 and accident conditions involving the release of hazardous
19 materials into the environment. These impacts would be generated
20 through the development of properties that have been previously
21 used for agricultural purposes, or by the routine use of hazardous
22 materials during the construction of the site, or by the removal of
23 existing structures. These impacts can be reduced to less than
24 significant through implementation of Mitigation Measure
25 Hazards-Mat 1, 2, 3, 3a, and 4a, as well as compliance with
26 existing regulations, such as SCAQMD Rules and Regulations
27 pertaining to asbestos, Department of Transportation Office of
28

1 Hazardous Materials Safety, and pertinent provisions of Titles 8 22
2 and 26 of the California Code of Regulations. Additionally, the
3 project site is located on a site which is included on a list of
4 hazardous materials sites compiled pursuant to Government Code
5 Section 65962.5 and, as a result, would create a significant hazard
6 to the public or the environment. This impact is reduced to less
7 than significant through compliance with Mitigation Measure
8 Hazards-Mat 4. The project is also located within a County High
9 Fire Area, which may expose people or structures to a significant
10 risk of loss, injury, or death involving wildland fires, including
11 where wildlands are adjacent to urbanized areas or where
12 residences are intermixed with wildlands. This impact is reduced to
13 less than significant through implementation of design
14 considerations such as 100-foot fuel modification zone, 500 feet of
15 open space/regional park between the closest development area to
16 the San Jacinto Wildlife Area, and Mitigation Measures Hazards-
17 Fire 5 and 6. With the adoption of the following mitigation
18 measures, those impacts are mitigated to below a level of
19 significance.

20 2. Mitigation:

21 *Mitigation Measure Hazards-Mat 1* has been adopted and made a
22 condition of approval of the project to minimize impacts to the
23 future residents of the subject site from the current agricultural
24 uses: To assure that contaminated soils are not used on-site or
25 improperly exported off-site, appropriate soils testing and handling
26 shall occur. Prior to approval of tentative tract maps, site plans, or
27 other discretionary approvals for a given phase of development or
28

1 specific plan area, the County shall confirm that a Phase I ESA has
2 been prepared for the area that is the subject of the discretionary
3 action. If a Phase I ESA has not been previously prepared for the
4 area, a Phase I ESA shall be performed by a registered
5 environmental assessor (REA) prior to the approval of the
6 discretionary action. If the property had historically been used for
7 agricultural activities, the Phase I ESA shall address the potential
8 for pesticide residues. If potential hazardous materials or
9 conditions are identified in the Phase I report, the
10 recommendations of the ESA shall be implemented. Such
11 recommendations could include surficial sampling and chemical
12 analysis within agricultural areas or where soil staining was
13 observed. The Phase I ESA shall be provided to the County of
14 Riverside and shall be included in any CEQA analysis prepared in
15 connection with the consideration of the future discretionary
16 approvals for development.

17 ***Mitigation Measure Hazardous-Mat 2*** has been adopted and made
18 a condition of approval of the project to address impacts related to
19 a release of hazardous materials into the environment: An asbestos
20 and lead paint survey will be required prior to issuance of a
21 demolition permit for the demolition of existing site structures.
22 Recommendations of the study shall be implemented in
23 compliance with all applicable regulations.

24 ***Mitigation Measure Hazards-Mat 3*** has been adopted and made a
25 condition of approval of the project to address impacts related to a
26 release of hazardous materials into the environment: Removal of
27 structures including buildings, tanks, or buried materials from
28

1 contaminated areas will require monitoring by a Hazardous
2 Materials trained archaeologist. If buried materials of potential
3 historical, cultural or archaeological significance are accidentally
4 discovered during any earth-moving operations associated with the
5 proposed project, all work in that area shall be halted or diverted
6 until a qualified archaeologist can evaluate the nature and
7 significance of the finds. If the find is determined to be an
8 historical or unique archaeological resource, as defined in Section
9 15064.5 of the California Code of Regulations (State CEQA
10 Guidelines), avoidance or other appropriate measures as discussed
11 in the Cultural Resources Management Plan shall be implemented
12 (See MM Cultural 1 in Section 5.5 for further information).

13 ***Mitigation Measure Hazards-Mat 3a*** has been adopted and made
14 a condition of approval of the project to address impacts related to
15 a release of hazardous materials into the environment: If, while
16 performing any excavation as part of project construction, material
17 that is believed to be hazardous waste is discovered, as defined in
18 Section 25117 of the California Health & Safety Code, the
19 developer shall contact the County of Riverside Community Health
20 Agency, Department of Environmental Health. Excavation shall be
21 stopped until the material has been tested and the presence of
22 hazardous waste has been confirmed. If no hazardous waste is
23 present, excavation may continue. If hazardous waste is
24 determined to be present, the County Department of
25 Environmental Health will provide guidance regarding necessary
26 oversight so that the material is be removed and disposed of
27 pursuant to applicable provisions of California law.
28

1 *Mitigation Measure Hazards-Mat 4* has been adopted and made a
2 condition of approval of the project in order to minimize impacts
3 to the project from a burn dump that is within the project site: If
4 the burn dump is not fully remediated by the time development
5 starts, a 300-foot buffer from the burn dump site is required from
6 any proposed development until remediation of the burn dump site
7 is complete, or other measure acceptable to the RCWMD, such as
8 a barrier, to eliminate exposure pathways will be completed. No
9 setbacks or other measures to eliminate exposure pathways are
10 required if remediation has been completed and cleared by the
11 County and State Departments of Health.

12 *Mitigation Measure Hazards-Mat 4a* has been adopted and made
13 a condition of approval of the project to address impacts related to
14 a release of hazardous materials into the environment: To properly
15 assess the suitability of on-site soils to be used as fill, a
16 geotechnical evaluation shall be performed by a qualified
17 professional prior to the approval of all Tentative Tract maps or
18 site plans for a given phase of development. This evaluation will
19 include an analysis of the organic matter content of soils on the
20 site. If the organic matter content of the soils is greater than 2
21 percent when mixed with subsurface soils and/or imported fill,
22 then manure will be removed from the site and properly disposed
23 of, or mixed with other soils to reduce the organic matter to less
24 than 2 percent prior to grading operations.

25 *Mitigation Measure Hazards-Fire 5* has been adopted and made a
26 condition of approval of the project in order to reduce impacts on
27 the development from the County High Fire Area: All buildings
28

1 shall be constructed with fire retardant roofing material as
2 described in Section 1503 of the Uniform Building Code.

3 *Mitigation Measure Hazards-Fire 6* has been adopted and made a
4 condition of approval of the project in order to reduce impacts to
5 the project from potential fire fuel areas: Prior to the approval of
6 any development plan for lands adjacent to open space areas
7 (Planning Areas 58, 66, 68, 69, 73, and 81), a fire
8 protection/vegetation management (fuel modification) plan shall be
9 submitted to the fire department for review and approval. The
10 Homeowners' Association or appropriate management entity shall
11 be responsible for maintaining the elements of the plan. If
12 significant eligible cultural resources are located within or adjacent
13 to a fuel modification zone, the fire protection/vegetation
14 management plan shall be prepared in conjunction with parties
15 knowledgeable about the cultural resources such as the County
16 Archaeologist, and Native American representatives.

17 G. Hydrology

18 1. Impacts:

19 The project has the potential to create or contribute runoff water
20 which would exceed the capacity of existing or planned storm
21 water drainage systems or provide substantial additional sources of
22 polluted run-off. This impact can be reduced to less than
23 significant through compliance with local and state regulations,
24 such as General Plan policy OS 3.3, the Water Quality
25 Management Plan, and implementation of project design
26 considerations such as roadside swales and water quality basins,
27 together with compliance with MM Hydro 1 set forth below. In
28

1 addition, the development of the project will substantially alter the
2 existing drainage pattern of the site or area, including the alteration
3 of the course of a stream or river, or substantially increase the rate
4 or amount of surface runoff in a manner which would result in
5 flooding on- or off-site. This potential impact will be mitigated to
6 less than significant through compliance with MM Hydro 1 set
7 forth below, and compliance with the Water Quality Management
8 Plan, General Plan policies Os 4.3, S 4.8, S 4.9 and S 4.18, as well
9 as implementation of project design considerations, specifically the
10 Master Drainage Plan.

11 2. Mitigation:

12 *Mitigation Measure Hydro 1* has been adopted and made a
13 condition of approval of the project in order to address potential
14 significant adverse environmental impacts associated with interim
15 conditions that may exist prior to the completion of the overall
16 project storm drain and water quality treatment system: Prior to
17 approval of future Tentative Tract maps within THE VILLAGES OF
18 LAKEVIEW SPECIFIC PLAN which are proposed prior to completion
19 of the overall project drainage improvements, hydrology studies
20 will be required to analyze potential impacts and identify any
21 needed improvements within the tract and/or within the Specific
22 Plan or offsite which are required to accommodate storm water
23 flows and address water quality, as required by the County of
24 Riverside and Regional Water Quality Control Board. Potential
25 operational BMPs may include vegetated swales, sand filtration
26 systems, water quality inlets, mechanical separators, and/or other

1 proprietary devices as needed to treat expected pollutants from
2 development. (See Table 5.8-D.)

3 H. Land Use

4 1. Impacts:

5 The project lies adjacent to, and in otherwise close proximity to
6 properties that have agricultural and rural zoning. This introduces
7 a significant conflict between the higher densities within the
8 specific plan and the surrounding residential areas. The project is
9 potentially incompatible with existing and planned surrounding
10 land uses. However, both of these impacts will be reduced to
11 below a level of significance with the mitigation measures Land
12 Use 1 and 2, below, and with implementation of design
13 considerations (such as the equestrian trail) and compliance with
14 hunting regulations within the San Jacinto Wildlife Area. The
15 project has potential inconsistencies with policies in the General
16 Plan which will be addressed by Mitigation Measure Land Use 3,
17 below.

18 2. Mitigation:

19 *Mitigation Measure Land Use 1* has been adopted and made a
20 condition of approval of the project in order to reduce potential
21 significant adverse impacts due to incompatibility between
22 agricultural uses and proposed suburban development: Proposed
23 residences, school buildings, and commercial structures shall be
24 setback 300 feet from existing active agricultural uses of an
25 offensive nature which are defined as: corrals, chicken houses,
26 dairy waste ponds, manure stockpiles, or commercial livestock.
27 This setback shall not apply to areas of the project where Ramona
28

1 Expressway intervenes between active agriculture and proposed
2 development because the expressway will act as the buffer. The
3 300-foot buffer area may include public road rights-of-way,
4 parking lots, and service or maintenance areas. In addition to
5 project edge conditions, the 300-foot setback shall also apply to
6 interim conditions on-site between occupied project-related
7 buildings and existing on-site agricultural uses of an offensive
8 nature (e.g., chicken ranch) that are located in a later phase of
9 project development and may remain operational while earlier
10 phases of development are being built.

11 *Mitigation Measure Land Use 2* has been adopted and made a
12 condition of approval in order to reduce potential land use
13 density/intensity conflicts between existing rural residences on
14 Mike Lane and future residential homes within Planning Areas 55,
15 57, and 58: A sight line study or evidence showing avoidance of
16 views from proposed residences into existing homes on Mike Lane
17 shall be submitted at the time of Tract Map submittal, or as
18 otherwise approved by the Planning Director. Conflicts may be
19 avoided through use of various means including but not limited to:
20 location of windows and balconies, landscaping, walls, elevation
21 differences, or setbacks.

22 *Mitigation Measure Land Use 3* has been adopted and made a
23 condition of approval in order to eliminate inconsistencies with
24 policy LU 4.1 in the County's General Plan: To eliminate
25 inconsistencies with General Plan Policy LU.4.1, which
26 encourages public art, and to provide a mechanism for
27 interpretation of some of the historic land uses of the project site,
28

1 public art and/or historic interpretation art or exhibits, shall be
2 incorporated into the project in a minimum of three locations. At
3 least one exhibit will focus on the project site's prehistoric
4 archaeological resources and interpretation at a location(s) to be
5 determined at a later date depending on subject matter. Examples
6 of the other exhibits may include but are not limited to:
7 interpretative exhibits regarding the thoroughbred farm located
8 within the park to be built in PA 53, art as a part of community
9 entry monumentation, or art within fountains at a plaza within a
10 pedestrian-oriented commercial center.

11 I. Noise

12 1. Impacts:

13 The development of the project will create a substantial [5 dBA or
14 greater] temporary or periodic increase in ambient noise levels in
15 the project vicinity above levels existing without the project. This
16 potentially significant impact can be reduced to less than
17 significant with implementation of Mitigation Measures Noise 1
18 through 7a. In addition, the development of the project would
19 create an exposure of persons to or generation of noise levels that
20 exceed Riverside County General Plan standards. These impacts
21 will be reduced to below a level of significance with
22 implementation of Mitigation Measures Noise 8 through 11 set
23 forth below. Finally, the project may expose people to excess
24 ground-borne vibration or ground-borne noise levels; however this
25 impact can be reduced to less than significant through
26 implementation of Mitigation Measures Noise 1 through 7, set
27 forth below.
28

1 2. Mitigation:

2 *Mitigation Measures Noise 1 through 7a* have been adopted and
3 made conditions of approval of the project in order to minimize
4 impacts from temporary noise sources:

5 ***MM Noise 1:*** Whenever a construction site is within one-quarter
6 (1/4) of a mile of an occupied residence or residences, no
7 construction activities shall be undertaken between the hours of 6
8 p.m. and 6 a.m. during the months of June through September and
9 between 6 p.m. and 7 a.m. during the months of October through
10 May. Exceptions to these standards shall be allowed only with the
11 written consent of the building official.

12 ***MM Noise 2:*** Provide portable barriers for high-noise activities
13 (dumping of ballast materials for example) taking place adjacent to
14 existing sensitive receptors. The barrier is to be placed near the
15 mass-producing equipment, between the noise source and the
16 receptors. These barriers may be constructed on-site (for example)
17 from 4-foot by 8-foot sheets of marine plywood (minimum one-
18 inch thick) or one and one eighth inch (1 1/8") tongue-in-groove
19 sub-floor, backed with three and a half inch (3 1/2") thick R-11
20 fiberglass insulation for sound absorption. Several such panels
21 may be hinged together in order to be self-supporting and to
22 provide a continuous barrier.

23 ***MM Noise 3:*** All construction vehicles and equipment, fixed or
24 mobile, shall be equipped with properly operating and maintained
25 mufflers.

1 *MM Noise 4:* To the extent feasible, the noisiest operations shall
2 be scheduled to occur simultaneously in the construction program
3 to avoid prolonged periods of annoyance.

4 *MM Noise 5:* The construction contractor shall locate
5 equipment/vehicle staging and stockpiling as far as practicable
6 from existing residential dwellings and other noise-sensitive
7 receptors.

8 *MM Noise 6:* Have no music or electronically reinforced speech
9 from construction workers audible at noise-sensitive property.

10 *MM Noise 7:* All project workers exposed to noise levels above
11 80 dBA shall be provided with personal protective equipment for
12 hearing protection (i.e., earplugs and/or earmuffs); areas where
13 noise levels are routinely expected to exceed 80 dBA shall be
14 clearly posted with signs requiring hearing protection be worn.

15 *MM Noise 7a:* The developer shall notify neighboring residents
16 within ¼ mile of any areas that will require blasting, as to the
17 timing and duration of any potential blasting activities associated
18 with the proposed project. Notification shall take place a minimum
19 of five working days prior to anticipated blasting activities.

20 *Mitigation Measures Noise 8 through 11* have been adopted and
21 made conditions of approval of the project in order to minimize
22 impacts from permanent noise sources:

23 *MM Noise 8:* Prior to approval of each tentative tract and plot
24 plan, an acoustical impact analysis shall be submitted with the
25 required acoustical review application form and fees to Riverside
26 County Department of Environmental Health Office of Industrial
27 Hygiene for review and approval. The acoustical impact analysis
28

1 will address the noise that might be produced from traffic with
2 respect to residential structures and stationary noise sources and
3 will identify the sound barrier requirements for each tentative tract
4 or plot plan to ensure that the 65 dBA exterior standard for
5 sensitive receptors is met. Sound barrier heights will be based upon
6 specific lot configurations, landscaping, and other details provided
7 with the tentative tract maps and plot plans. Required sound
8 barriers shall be constructed prior to building permit issuance of
9 the last residential/commercial unit. To retain visibility and access,
10 a combination of setbacks, berms, and walls may be used to
11 achieve acceptable noise levels.

12 ***MM Noise 9:*** Prior to issuance of building permits within a tract, a
13 final noise study shall be submitted with the required acoustical
14 review application form and fees to the Riverside County
15 Department of Environmental Health Office of Industrial Hygiene
16 for review and approval. The final noise study will verify the
17 effectiveness of mitigation measures proposed in acoustical impact
18 analysis required in MM Noise 8 and will calculate necessary
19 Sound Transmission Class (STC) sound ratings for the windows of
20 homes subject to exterior noise impacts greater than 65 dBA and
21 provide the structural requirements necessary to meet an interior
22 level of 45 dBA. A unit-to-unit transmission analysis should be
23 performed for multi-family structures for structures containing
24 more than one use (e.g., residential and commercial live-at-work
25 buildings). This type of analysis attempts to ensure that noise does
26 not spill from one unit over into another.

1 *MM Noise 10:* Prior to approval of a site development permit for
2 commercial/office development, a noise study will be required for
3 the final version of the commercial portions of the project site to
4 ensure that noise from the commercial area will not impact
5 adjacent residential land uses by exceeding the County's noise
6 limits of 65 dBA during the day and 45 dBA at night in any ten
7 minute period. To retain visibility and access, setbacks, berms, and
8 walls may be used to achieve acceptable noise levels.

9 *MM Noise 11:* To inform future residents of The Village of
10 Lakeview that hunting is allowed in the San Jacinto Wildlife Area,
11 and their proximity to said hunting, which may cause loud
12 intermittent noises from gunshots, a disclosure statement shall be
13 provided to prospective buyers prior to the purchase of homes
14 within the proposed project. A copy of the Department of Real
15 Estate (DRE) White Report shall be given to the County Planning
16 Department that the sales staff/escrow officers, for each housing
17 area being sold have included such notification prior to Final
18 Inspection.

19 J. Public Services: Fire Protection

20 1. Impacts:

21 Development of the proposed project will increase the demand for
22 fire protection services. As its fair share contribution to the cost of
23 new facilities, development impact fees pursuant to Riverside
24 County Ordinance No. 659.6 shall be paid, a portion of which are
25 designated for fire protection services. In addition, design criteria
26 and other mitigation measures as listed below are required to
27
28

1 minimize impacts to fire protection services to below a level of
2 significance.

3 2. Mitigation:

4 ***Mitigation Measure Fire 1*** has been adopted and made a condition
5 of approval of the project in order to assure that the project
6 development does not proceed faster than adequate fire service
7 facilities are provided: The necessary fire station shall be
8 constructed and operational prior to issuance of building permit for
9 the 5,500th dwelling unit within the project, to accommodate the
10 equipment and staff necessary to serve all development within The
11 Villages of Lakeview Specific Plan in accordance with the terms of
12 The Villages of Lakeview Development Agreement or other
13 agreement with Riverside County.

14 ***Mitigation Measure Fire 2*** has been adopted and made a condition
15 of approval of the project in order to ensure that adequate fire
16 stations are provided to serve project development: The Master
17 Developer shall pay fire services development impact fees
18 pursuant to Ordinance 659.7 or, provide land and/or facilities to
19 satisfy Fire Department services standards and ensure the
20 construction and operations of adequate fire stations in accordance
21 with the terms of The Villages of Lakeview Development
22 Agreement or other agreement with the Riverside County Fire
23 Department.

24 ***Mitigation Measure Fire 3*** has been adopted and made a condition
25 of approval of the project in order to provide adequate facilities for
26 fire protection services: All water mains and fire hydrants
27 providing required fire flows shall be constructed in accordance
28

1 with the appropriate sections of Riverside County Ordinance No.
2 460 and/or No. 787, subject to review and approval by the
3 Riverside County Fire Department.

4 K. Transportation and Traffic

5 1. Impacts:

6 Upon completion, the project will exceed, either individually or
7 cumulatively, a level of service standard established by the county
8 congestion management agency for designated roads or highways
9 and/or cause an increase in traffic which is substantial in relation
10 to the existing traffic load and capacity of the street system. In
11 addition, the project will cause an effect upon circulation during
12 the project's construction, and substantially increase hazards to a
13 design feature (e.g., sharp curves or dangerous intersections) or
14 incompatible uses (e.g., farm equipment). Some of these impacts
15 will be reduced to a level of significance with the following
16 mitigation measures.

17 2. Mitigation:

18 *Mitigation Measures Trans 1 through 11*, exclusive of Mitigation
19 Measures Trans 6, 8 and 10, will reduce impacts to the local road
20 system to below a level of significance through the project's
21 participation in the County's Transportation Uniform Mitigation
22 Fee, Road and Bridge Benefit District, and Development Impact
23 Fee programs:

24 *MM Trans 1:* All roads shall be improved to the recommended
25 General Plan or Specific Plan designation, as approved by the
26 County Board of Supervisors, or as approved by the Transportation
27 Department. If there is a conflict between the General Plan and
28

1 Specific Plan, the General Plan designation would prevail unless
2 specific findings are made by the County that the Specific Plan
3 improvement is consistent with the General Plan.

4 **MM Trans 2:** The project proponent shall prepare a traffic impact
5 study for each "Village" of development within the SP. The
6 Village-level traffic analysis will be a refinement of the SP Traffic
7 Impact Analysis. Traffic studies for individual implementing
8 projects may be required for individual implementing projects
9 within the boundaries of Specific Plan No. 342, at the discretion of
10 the Transportation Department. Traffic studies for individual
11 implementing projects, if needed, shall identify the impacts of the
12 implementing project and needed roadway improvements to be
13 constructed prior to each implementing project. If development
14 within the Project occurs in a different order than the phasing
15 assumptions stated in County Condition of Approval 10. TRANS.1
16 , or if phases overlap substantially, a new traffic study may be
17 required to determine if any improvements from the prior un-built
18 phase need to be constructed to mitigate impacts by the phase
19 being developed.

20 **MM Trans 3:** Roadways internal to the project shall be constructed
21 as needed for development; as determined on the basis of Village-
22 level traffic studies.

23 **MM Trans 4:** Prior to the 1st occupancy, applicant shall widen
24 Ramona Expressway to four lanes from westerly of Lakeview
25 Avenue to easterly of Hansen Avenue, and signalize the
26 intersection at Lakeview Avenue and Ramona Expressway.

1 *MM Trans 5:* At such time as the project phasing requires the
2 construction of AA Street and its connection via Reservoir Avenue
3 to Ramona Expressway, applicant shall install a traffic signal at the
4 intersection of Reservoir Avenue and Ramona Expressway,
5 connect Reservoir Avenue to Lakeview Avenue via an alignment
6 approved by the Transportation Department, and close the
7 intersection at Lakeview Avenue and Ramona Expressway. The
8 new signal at Reservoir Avenue and Ramona Expressway is
9 eligible for traffic signal fee credit in accordance with the County's
10 DIF Program. As an alternative, the project proponent shall
11 provide a village-level traffic study to demonstrate that an
12 interim/temporary solution is possible to mitigate the traffic
13 impacts of the project and to provide accessibility until the grade
14 separated interchange at Reservoir Avenue and Ramona
15 Expressway is completed.

16 *MM Trans 7:* Prior to the issuance of occupancy permits for the
17 1,201st dwelling unit, or an equivalent amount of non-residential
18 building permits, applicant shall install a traffic signal at Bridge
19 Street/Ramona Expressway, and widen Ramona Expressway to 4
20 through lanes through the intersection, this improvement is eligible
21 for traffic signal fee credit, or

22 The County shall have awarded a construction contract, with full
23 funding in place, for this improvement.

24 *MM Trans 9:* Prior to the issuance of the 2,391st residential
25 occupancy permit, or building permit for an equivalent amount of
26 non-residential buildings, the applicant shall construct Reservoir
27
28

1 Avenue as a two-lane facility between Nuevo Road and 10th Street,
2 OR funding for this improvement shall be assured, otherwise.

3 ***MM Trans 11:*** Prior to the issuance of the 2,741st residential
4 occupancy permit, or building permit for an equivalent amount of
5 non-residential buildings, the applicant shall improve Nuevo Road
6 from two lanes to four lanes between Foothill Avenue and Meniffee
7 Road, OR funding for this improvement shall be assured,
8 otherwise.

9 ***Mitigation Measures Trans 12 and 13*** will reduce impacts to the
10 local road system. To the extent that others have not installed the
11 signals prior to the time they are needed for the Project, the
12 proponent of the Project and all subsequent implementing projects
13 within the Specific Plan shall be responsible for design,
14 construction, and installation of traffic signals at the following off-
15 site intersections or as approved by the Transportation Department.
16 The timing of the off-site signal needs in each phase will be
17 determined based on detailed Village-level traffic studies. The
18 need for signals at on-site intersections will be determined based
19 on detailed Village-level traffic studies.

20 ***MM Trans 12:*** The following signals shall be installed prior to the
21 issuance of the 1,601st residential occupancy permit, or the
22 issuance of an equivalent amount of non-residential building
23 permits, or earlier if determined to be necessary on the basis of
24 village-level traffic studies:

- 25 • Bridge Street (NS) at Ramona Expressway (EW)
- 26
27
28

- Lakeview Avenue (NS) at Ramona Expressway (EW) - temporary connection, disconnected when signal or grade separation is installed at Reservoir Avenue (realigned) (NS) at Ramona Expressway (NS).
- Hansen Avenue/Davis Road (NS) at Ramona Expressway (EW) (modification)
- On-site signals as needed to support development

MM Trans 13: The following signals shall be installed prior to the issuance of the 3,201st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

- Reservoir Avenue (NS) at 10th Street (EW)
- Menifee Road (NS) at Nuevo Road (EW)
- 5th Street/Town Center Boulevard (NS), or location in vicinity, at Ramona Expressway (EW) – temporary signal, disconnected when Town Center is connected to Ramona Expressway at its ultimate location.
- On-site signals as needed to support development

Mitigation Measures Trans 14 through 19, exclusive of Mitigation Measure Trans 17, will reduce impacts to the following intersection improvements to below a level of significance, which shall be provided prior to the issuance of the 1,601st residential occupancy permit, or the issuance of an equivalent amount of non-

1 residential building permits, or earlier if determined to be
2 necessary on the basis of village-level traffic studies:

3 ***MM Trans 14:*** The City of Perris and the County of Riverside are
4 coordinating with Caltrans on the improvements at the I-215
5 interchange ramps. The following geometrics are included in the
6 current Caltrans improvement plan for this intersection and are
7 expected to be completed by this phase. The intersection of I-215
8 Southbound Ramps at Ramona Expressway shall be improved to
9 provide the following geometrics:

10 Northbound: Not applicable.

11 Southbound: One left turn lane. One shared left turn and
12 through lane. One right turn lane

13 Eastbound: One through lane. One shared through and
14 right turn lane.

15 Westbound: One left turn lane. Two through lanes

16 ***MM Trans 15:*** Improve the intersection of Hansen Avenue/Davis
17 Road and Ramona Expressway to include the following
18 geometrics:

19 Northbound: One left turn lane. One shared through and
20 right turn lane.

21 Southbound: One left turn lane. One shared through and
22 right turn lane.

23 Eastbound: One left turn lane. One through lane. One
24 shared through and right turn lane.

25 Westbound: One left turn lane. One through lane. One
26 shared through and right turn lane.

1 **MM Trans 16:** Improve the intersection of Lakeview Avenue and
2 Ramona Expressway to provide signalization and include the
3 following geometrics:

4 Northbound: One left turn lane. One shared through and
5 right turn lane.

6 Southbound: One left turn lane. One shared through and
7 right turn lane.

8 Eastbound: One left turn lane. One through lane. One
9 right turn lane.

10 Westbound: One left turn lane. One through lane. One
11 right turn lane.

12 **MM Trans 18:** Improve the intersection of Reservoir Avenue and
13 10th Street to include the following geometrics:

14 Northbound: One shared left turn, through, and right turn
15 lane.

16 Southbound: One shared left turn, through, and right turn
17 lane.

18 Eastbound: One shared left turn, through, and right turn
19 lane.

20 Westbound: One shared left turn, through, and right turn
21 lane.

22 **MM Trans 19,** which may be waved at the direction of the County:
23 Improve the intersection of Bridge Street and Ramona Expressway
24 to include the following geometrics:

25 Northbound: Not applicable.

26 Southbound: One left turn lane. One right turn lane.

27 Eastbound: One left turn lane. Two through lanes.
28

1 Westbound: One left turn lane. Two through lanes. One
2 right turn lane.

3 Mitigation Measures Trans 20 through 22, will reduce impacts to
4 the following intersection improvements, which shall be provided
5 prior to the issuance of the 3,201st residential occupancy permit,
6 or the issuance of an equivalent amount of non-residential building
7 permits, or earlier if determined to be necessary on the basis of
8 village-level traffic studies:

9 ***MM Trans 20:*** Improve the intersection of Reservoir Avenue
10 and Ramona Expressway to include the following geometrics:

11 Northbound: One left turn lane. One through lane. One
12 right turn lane.

13 Southbound: One left turn lane. One shared through and
14 right turn lane.

15 Eastbound: One left turn lane. One through lane. One
16 right turn lane.

17 Westbound: One left turn lane. One shared through and
18 right turn lane.

19 OR

20 A village-level traffic study shall be provided to
21 demonstrate that an interim/temporary solution is possible
22 to mitigate the traffic impacts of the project and to provide
23 accessibility until the grade separated interchange at
24 Reservoir Avenue and Ramona Expressway is completed.

25 ***MM Trans 21:*** Improve the intersection of 5th Street and Ramona
26 Expressway to include the following geometrics:

27 Northbound: One left turn lane. One right turn lane.
28

1 Southbound: Not applicable.

2 Eastbound: Two through lanes. One right turn lane.

3 Westbound: One left turn lane. Two through lanes.

4 ***MM Trans 22:*** Improve the intersection of Reservoir Avenue and
5 10th Street to provide signalization and include the following
6 geometrics:

7 Northbound: One left turn lane. One shared through and
8 right turn lane.

9 Southbound: One left turn lane. One shared through and
10 right turn lane.

11 Eastbound: One left turn lane. One shared through and
12 right turn lane.

13 Westbound: One left turn lane. One shared through and
14 right turn lane.

15 ***Mitigation Measures Trans 24 through 34*** will reduce impacts to
16 the following roadways internal to the project, and shall be
17 constructed as needed for Phase I development per the following
18 geometrics and as determined on the basis of Village-level traffic
19 studies:

20 ***MM Trans 24:*** Construct the intersection of Reservoir Avenue and
21 AA Street to include the following geometrics:

22 Northbound: One shared through and right turn lane.

23 Southbound: One shared left turn and through lane.

24 Eastbound: Not applicable.

25 Westbound: One shared left turn and right turn lane. Stop
26 controlled.

1 **MM Trans 25:** Construct the intersection of AA Street and NN
2 Street to include the following geometrics:

3 Northbound: One shared left turn and right turn lane. Stop
4 controlled.

5 Southbound: Not applicable.

6 Eastbound: One shared through and right turn lane.

7 Westbound: One shared left turn and through lane.

8 **MM Trans 26:** Construct the intersection of CC Street and BB
9 Street to include the following geometrics:

10 Northbound: Not applicable.

11 Southbound: One shared left turn and right turn lane. Stop
12 controlled.

13 Eastbound: One shared left turn and through lane.

14 Westbound: One shared through and right turn lane.

15 **MM Trans 27:** Construct the intersection of School Access and PP
16 Street to include the following geometrics:

17 Northbound: Not applicable.

18 Southbound: One shared left turn and right turn lane. Stop
19 controlled.

20 Eastbound: One shared left turn and through lane.

21 Westbound: One shared through and right turn lane.

22 **MM Trans 28:** Construct the intersection of QQ Street and PP
23 Street to include the following geometrics:

24 Northbound: One shared left turn and right turn lane.

25 Southbound: Not applicable.

26 Eastbound: One shared through and right turn lane. Stop
27 controlled.

28

1 Westbound: One shared left turn and through lane. Stop
2 controlled.

3 **MM Trans 29:** Construct the intersection of Hansen Avenue and
4 Project Access to include the following geometrics:

5 Northbound: One shared through and right turn lane.

6 Southbound: One shared left turn and through lane.

7 Eastbound: Not applicable.

8 Westbound: One shared left turn and right turn lane. Stop
9 controlled.

10 **MM Trans 30:** Construct the intersection of SS Boulevard and
11 Project Access to include the following geometrics:

12 Northbound: One shared left turn, through, and right turn
13 lane. Stop controlled.

14 Southbound: One shared left turn, through, and right turn
15 lane. Stop controlled.

16 Eastbound: One shared left turn, through, and right turn
17 lane.

18 Westbound: One shared left turn, through, and right turn
19 lane.

20 **MM Trans 31:** Construct the intersection of SS Boulevard and MM
21 Street to include the following geometrics:

22 Northbound: One shared left turn, through, and right turn
23 lane.

24 Southbound: One shared left turn, through, and right turn
25 lane.

26 Eastbound: One shared left turn, through, and right turn
27 lane. Stop controlled.

1 Westbound: One shared left turn, through, and right turn
2 lane. Stop controlled.

3 **MM Trans 32:** Construct the intersection of SS Boulevard and
4 Lakeview Avenue to include the following geometrics:

5 Northbound: One shared left turn and through lane.

6 Southbound: One shared through and right turn lane.

7 Eastbound: One shared left turn and right turn lane. Stop
8 controlled.

9 Westbound: Not applicable.

10 **MM Trans 33:** Construct the intersection of Town Center
11 Boulevard and Retail Access to include the following geometrics:

12 Northbound: One shared through and right turn lane.

13 Southbound: One shared left turn and through lane.

14 Eastbound: Not applicable.

15 Westbound: One shared left turn and right turn lane. Stop
16 controlled.

17 **MM Trans 34:** Construct the intersection of SS Boulevard - RR
18 Street and Town Center Boulevard - Park Center Boulevard to
19 include the following geometrics:

20 Northbound: One shared left turn and through lane. Stop
21 controlled.

22 Southbound: One shared through and right turn lane. Stop
23 controlled.

24 Eastbound: One shared left turn and right turn lane.

25 Westbound: Not applicable.

26 Mitigation Measure Trans 40 will reduce impacts to the following
27 roadways internal to the project, and shall be constructed as needed
28

1 for development; as determined on the basis of the Village-level
2 traffic studies:

3 **MM Trans 40:** Prior to the issuance of the 4,331st residential
4 occupancy permit, or building permit for an equivalent amount of
5 non-residential buildings, the applicant shall improve 10th Street
6 from two to four lanes between Reservoir Avenue and Hanson
7 Avenue, OR funding for this improvement shall be assured,
8 otherwise.

9 Mitigation Measure Trans 41 will reduce significant impacts to
10 traffic signals on off-site intersections. To the extent that others
11 have not installed the signals prior to the time they are needed for
12 the Project, the proponent of the Project and all subsequent
13 implementing projects within the Specific Plan shall be responsible
14 for design, construction, and installation of traffic signals at the
15 following off-site intersections or as approved by the
16 Transportation Department.

17 The timing of the off-site signal needs in each phase will be
18 determined based on detailed village-level traffic studies. The
19 need for signals at on-site intersections will be determined based
20 on detailed village-level traffic studies.

21
22 **MM Trans 41:** The following signals shall be installed prior to the
23 issuance of the 5,101st residential occupancy permit, or the
24 issuance of an equivalent amount of non-residential building
25 permits, or earlier if determined to be necessary on the basis of
26 village-level traffic studies:

- 27 • Bridge Street (NS) at Gilman Springs Road (EW)
- 28

- Yucca Avenue (NS) at 10th Street (EW)
- On-site signals as needed to support development.

Mitigation Measures Trans 42 through 54 will reduce impacts to the following intersection improvements, which shall be provided prior to the issuance of the 5,101st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

MM Trans 42, which may be waived at the discretion of the County: Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:

Northbound: One shared left turn and right turn lane.

Southbound: Not applicable.

Eastbound: One through lane. One shared through and right turn lane.

Westbound: One left turn lane. Two through lanes.

MM Trans 43, which may be waived at the discretion of the County: Improve the intersection of Bernasconi Road and Ramona Expressway to include the following geometrics:

Northbound: One left turn lane. One shared through and right turn lane.

Southbound: One left turn lane. One shared through and right turn lane.

Eastbound: One left turn lane. One through lane. One shared through and right turn lane.

Westbound: One left turn lane. One through lane. One shared through and right turn lane.

1 *MM Trans 44*, which may be waived at the discretion of the
2 County: Improve the intersection of Hansen Avenue/Davis Road
3 and Ramona Expressway to include the following geometrics:

4 Northbound: One left turn lane. One shared through and
5 right turn lane.

6 Southbound: One left turn lane. One shared through and
7 right turn lane.

8 Eastbound: One left turn lane. Two through lanes. One
9 right turn lane.

10 Westbound: One left turn lane. Two through lanes. One
11 right turn lane.

12 *MM Trans 45*, which may be waived at the discretion of the
13 County: Improve the intersection of Town Center Boulevard and
14 Ramona Expressway to include the following geometrics:

15 Northbound: One left turn lane. One shared through and
16 right turn lane.

17 Southbound: One left turn lane. One shared through and
18 right turn lane.

19 Eastbound: One left turn lane. Two through lanes. One
20 right turn lane.

21 Westbound: One left turn lane. One through lane. One
22 shared through and right turn lane.

23 *MM Trans 46*, which may be waived at the discretion of the
24 County: Improve the intersection of Park Center Boulevard and
25 Ramona Expressway to include the following geometrics:

26 Northbound: One left turn lane. One right turn lane.

27 Southbound: Not applicable.
28

1 Eastbound: Two through lanes. One right turn lane.

2 Westbound: One left turn lane. Two through lanes.

3 **MM Trans 47:** Improve the intersection of Hansen Avenue and
4 10th Street - Wolfskill Avenue to provide signalization and include
5 the following geometrics:

6 Northbound: One left turn lane. One shared through and
7 right turn lane.

8 Southbound: One left turn lane. One shared through and
9 right turn lane.

10 Eastbound: One left turn lane. One through lane. One
11 shared through and right turn lane.

12 Westbound: One left turn lane. One through lane. One
13 shared through and right turn lane.

14 **MM Trans 48:** Improve the intersection of Bridge Street and
15 Gilman Springs Road to include the following geometrics:

16 Northbound: One left turn lane. One right turn lane.

17 Southbound: Not applicable.

18 Eastbound: One shared through and right turn lane.

19 Westbound: One left turn lane. One through lane.

20 **MM Trans 49:** Improve the intersection of Reservoir Avenue and
21 10th Street to include the following geometrics:

22 Northbound: One left turn lane. Two through lanes. One
23 free-flow right turn lane.

24 Southbound: One left turn lane. One through lane. One
25 shared through and right turn lane.

26 Eastbound: One left turn lane. One through lane. One
27 shared through and right turn lane.

1 Westbound: Two left turn lanes. Two through lanes. One
2 right turn lane.

3 **MM Trans 50:** Improve the intersection of Reservoir
4 Road/Menifee Road and Nuevo Road to include the following
5 geometrics:

6 Northbound: One left turn lane. One through lane. One
7 right turn lane.

8 Southbound: One left turn lane. One through lane. One
9 right turn lane.

10 Eastbound: One left turn lane. One shared through and
11 right turn lane.

12 Westbound: One left turn lane. One shared through and
13 right turn lane.

14 **MM Trans 51:** Improve the intersection of Yucca Avenue and 10th
15 Street to include the following geometrics:

16 Northbound: One left turn lane. One shared through and
17 right turn lane.

18 Southbound: One left turn lane. One shared through and
19 right turn lane.

20 Eastbound: One left turn lane. One through lane. One
21 shared through and right turn lane.

22 Westbound: One left turn lane. One through lane. One
23 shared through and right turn lane.

24 **MM Trans 52:** Improve the intersection of Antelope Road and
25 Nuevo Road to include the following geometrics:

26 Northbound: Not applicable.

27 Southbound: One shared left turn and right turn lane.
28

1 Eastbound: One left turn. Two through lanes.

2 Westbound: One through lane. One shared through and
3 right turn lane.

4 *MM Trans 53:* Improve the intersection of Lakeview Avenue and
5 10th Street to provide signalization and include the following
6 geometrics:

7 Northbound: One left turn lane. One shared through and
8 right turn lane.

9 Southbound: One left turn lane. One shared through and
10 right turn lane.

11 Eastbound: One left turn. One through lane. One shared
12 through and right turn lane.

13 Westbound: One left turn. One through lane. One shared
14 through and right turn lane.

15 *MM Trans 54:* The intersection of Hansen Avenue (NS) at 10th
16 Street (EW) shall be signalized and improved to provide the
17 following geometrics:

18 Northbound: one left-turn lane, one shared through/right-
19 turn lane.

20 Southbound: one left-turn lane, one shared through/right-
21 turn lane.

22 Eastbound: one left-turn lane, one through lane, one shared
23 through/right-turn lane.

24 Westbound: one left-turn lane, one through lane, one
25 shared through/right-turn lane.

26 Mitigation Measures Trans 55 through 77, exclusive of Trans 73,
27 will reduce impacts to the following roadways internal to phase
28

1 two of the project, and shall be constructed as needed for
2 development; as determined on the basis of the Village-level traffic
3 studies:

4 **MM Trans 55:** Construct the signalized intersection of QQ Street
5 and PP Street to include the following geometrics:

6 Northbound: One shared left turn and right turn lane.

7 Southbound: Not applicable.

8 Eastbound: One shared through and right turn lane.

9 Westbound: One left turn lane. One through lane.

10 **MM Trans 56:** Construct the signalized intersection of SS
11 Boulevard and Project Access to include the following geometrics:

12 Northbound: One left turn lane. One shared through and
13 right turn lane.

14 Southbound: One left turn lane. One shared through and
15 right turn lane.

16 Eastbound: One left turn lane. One shared through and
17 right turn lane.

18 Westbound: One left turn lane. One shared through and
19 right turn lane.

20 **MM Trans 57:** Construct the signalized intersection of SS
21 Boulevard and MM Street to include the following geometrics:

22 Northbound: One left turn lane. One through lane. One
23 right turn lane.

24 Southbound: One left turn lane. One shared through and
25 right turn lane.

26 Eastbound: One left turn lane. One shared through and
27 right turn lane.

1 Westbound: One left turn lane. One shared through and
2 right turn lane.

3 **MM Trans 58:** Construct the signalized intersection of SS
4 Boulevard - RR Street and Town Center Boulevard - Park Center
5 Boulevard to include the following geometrics:

6 Northbound: One left turn lane. One through lane. One
7 right turn lane.

8 Southbound: One left turn lane. One shared through and
9 right turn lane.

10 Eastbound: One left turn lane. One through lane. One
11 right turn lane.

12 Westbound: One left turn lane. One shared through and
13 right turn lane.

14 **MM Trans 59:** Construct the signalized intersection of EE Street
15 and Park Center Boulevard to include the following geometrics:

16 Northbound: One left turn lane. One shared through and
17 right turn lane.

18 Southbound: One left turn lane. One shared through and
19 right turn lane.

20 Eastbound: One left turn lane. One shared through and
21 right turn lane.

22 Westbound: One left turn lane. One shared through and
23 right turn lane.

24 **MM Trans 60:** Construct the signalized intersection of MM Street
25 and Park Center Boulevard to include the following geometrics:

26 Northbound: One left turn lane. One right turn lane.

27 Southbound: Not applicable.
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1 Eastbound: One shared through and right turn lane.

2 Westbound: One left turn lane. One through lane.

3 **MM Trans 61:** Construct the signalized intersection of Park Center
4 Boulevard and FF Street to include the following geometrics:

5 Northbound: One left turn lane. One shared through and
6 right turn lane.

7 Southbound: One left turn lane. One shared through and
8 right turn lane.

9 Eastbound: One left turn lane. One shared through and
10 right turn lane.

11 Westbound: One left turn lane. One shared through and
12 right turn lane.

13 **MM Trans 62:** Construct the intersection of Park Center
14 Boulevard and VV Street to include the following geometrics:

15 Northbound: One through lane.

16 Southbound: One shared through and right turn lane.

17 Eastbound: One right turn lane. Stop controlled.

18 Westbound: Not applicable.

19 **MM Trans 63:** Construct the intersection of RR Street and DD
20 Street to include the following geometrics:

21 Northbound: One shared left turn and right turn lane.

22 Southbound: Not applicable.

23 Eastbound: One shared through and right turn lane. Stop
24 controlled.

25 Westbound: One shared left turn and through lane. Stop
26 controlled.

1 **MM Trans 64:** Construct the intersection of EE Street and DD
2 Street to include the following geometrics:

3 Northbound: One left turn lane.

4 Southbound: Not applicable.

5 Eastbound: One right turn lane. Stop controlled.

6 Westbound: Not applicable.

7 **MM Trans 65:** Construct the intersection of EE Street and FF
8 Street to include the following geometrics:

9 Northbound: One shared left turn, through, and right turn
10 lane.

11 Southbound: One shared left turn, through, and right turn
12 lane.

13 Eastbound: One shared left turn, through, and right turn
14 lane. Stop controlled.

15 Westbound: One shared left turn, through, and right turn
16 lane. Stop controlled.

17 **MM Trans 66:** Construct the intersection of OO Street and MM
18 Street to include the following geometrics:

19 Northbound: One shared left turn, through, and right turn
20 lane. Stop controlled.

21 Southbound: One shared left turn, through, and right turn
22 lane. Stop controlled.

23 Eastbound: One shared left turn, through, and right turn
24 lane.

25 Westbound: One shared left turn, through, and right turn
26 lane.

1 **MM Trans 67:** Construct the intersection of KK Street and MM
2 Street to include the following geometrics:

3 Northbound: One shared left turn, through, and right turn
4 lane. Stop controlled.

5 Southbound: One shared left turn, through, and right turn
6 lane. Stop controlled.

7 Eastbound: One shared left turn, through, and right turn
8 lane.

9 Westbound: One shared left turn, through, and right turn
10 lane.

11 **MM Trans 68:** Construct the intersection of LL Street and MM
12 Street to include the following geometrics:

13 Northbound: Not applicable.

14 Southbound: One shared left turn and right turn lane. Stop
15 controlled.

16 Eastbound: One shared left turn and through lane.

17 Westbound: One shared through and right turn lane.

18 **MM Trans 69:** Construct the intersection of FF Street and GG
19 Street to include the following geometrics:

20 Northbound: Not applicable.

21 Southbound: One left turn lane. Stop controlled.

22 Eastbound: Not applicable.

23 Westbound: One right turn lane.

24 **MM Trans 70:** Construct the intersection of II Street and HH
25 Street to include the following geometrics:

26 Northbound: Not applicable.

1 Southbound: One shared left turn and right turn lane. Stop
2 controlled.

3 Eastbound: One shared left turn and through lane.

4 Westbound: One shared through and right turn lane.

5 **MM Trans 71:** Construct the intersection of HH Street and JJ
6 Street to include the following geometrics:

7 Northbound: One shared left turn and right turn lane. Stop
8 controlled.

9 Southbound: Not applicable.

10 Eastbound: One shared through and right turn lane.

11 Westbound: One shared left turn and through lane.

12 **MM Trans 72:** Construct the intersection of II Street and JJ Street
13 to include the following geometrics:

14 Northbound: One right turn lane. Stop controlled.

15 Southbound: Not applicable.

16 Eastbound: Not applicable.

17 Westbound: One left turn lane.

18 **MM Trans 74:** Prior to the issuance of occupancy permits for the
19 8,681st dwelling unit, or an equivalent amount of non-residential
20 building permits, applicant shall widen Ramona Expressway from
21 Reservoir Avenue to Hansen Avenue from 4 lanes to 6 lanes or
22 provide equivalent capacity through 4 lanes with grade separations
23 at intersections, or the County shall have awarded a construction
24 contract, with full funding in place, for this improvement.

- 25 • In the event that the cost of these improvements
26 exceeds the project's TUMF and RBBB contributions
27 for this phase, County shall make its best efforts to
28

1 secure additional funds from the TUMF Program or
2 other Regional funding programs administered by
3 WRCOG or RCTC to contribute the additional funding,
4 and/or identify funds collected from other development
5 in the proposed Lakeview/Nuevo RBBB area to fully
6 fund these improvements.

- 7 • In addition to the County's efforts to secure funding for
8 the road widening improvements from WRCOG and
9 RCTC, applicant will establish a Community Facilities
10 District (CFD) for its then current phase of
11 development. The funds generated by the CFD shall be
12 used to fund the improvements and applicant shall
13 receive corresponding credits against RBBB and
14 TUMF fees that the current phase of development
15 would generate.

16 *MM Trans 75:* Prior to the issuance of occupancy permits for the
17 9,141st dwelling unit, or an equivalent amount of non-residential
18 building permits, applicant shall widen Ramona Expressway from
19 Hansen Avenue to Park Center Boulevard from 4 lanes to 6 lanes
20 or provide equivalent capacity through 4 lanes with grade
21 separations at intersections, OR

- 22 • The County shall have awarded a construction contract,
23 with full funding in place, for this improvement.
- 24 • In the event that the cost of these improvements
25 exceeds the project's TUMF and RBBB contributions
26 for this phase, County shall make its best efforts to
27

1 secure additional funds from the TUMF Program or
2 other Regional funding programs administered by
3 WRCOG or RCTC to contribute the additional funding,
4 and/or identify funds collected from other development
5 in the proposed Lakeview/Nuevo RBBB area to fully
6 fund these improvements.

- 7 • In addition to the County's efforts to secure funding for
8 the road widening improvements from WRCOG and
9 RCTC, applicant will establish a Community Facilities
10 District (CFD) for its then current phase of
11 development. The funds generated by the CFD shall be
12 used to fund the improvements and applicant shall
13 receive corresponding credits against RBBB and
14 TUMF fees that the current phase of development
15 would generate.

16 ***MM Trans 76:*** Prior to the issuance of occupancy permits for the
17 9,551st dwelling unit, or an equivalent amount of non-residential
18 building permits, applicant shall widen Ramona Expressway from
19 Reservoir Avenue westerly to the Perris City limits from 4 lanes to
20 6 lanes or provide equivalent capacity through 4 lanes with grade
21 separations at intersections, OR

- 22 • The County shall have awarded a construction contract,
23 with full funding in place, for this improvement.
- 24 • In the event that the cost of these improvements
25 exceeds the project's TUMF and RBBB contributions
26 for this phase, County shall make its best efforts to
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1 secure additional funds from the TUMF Program or
2 other Regional funding programs administered by
3 WRCOG or RCTC to contribute the additional funding,
4 and/or identify funds collected from other development
5 in the proposed Lakeview/Nuevo RBBB area to fully
6 fund these improvements.

7 In addition to the County's efforts to secure funding for the road
8 widening and bridge improvements from WRCOG and RCTC,
9 applicant will establish a Community Facilities District (CFD) for
10 its then current phase of development. The funds generated by the
11 CFD shall be used to fund the improvements and applicant shall
12 receive corresponding credits against RBBB and TUMF fees that
13 the current phase of development would generate.

14 ***MM Trans 77:*** Prior to the issuance of occupancy permits for the
15 9,811th dwelling unit, or an equivalent amount of non-residential
16 building permits, applicant shall widen Ramona Expressway from
17 Park Center Boulevard to Bridge Street from 4 lanes to 6 lanes or
18 provide equivalent capacity through 4 lanes with grade separations
19 at intersections, OR

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- 21 • The County shall have awarded a construction contract,
22 with full funding in place, for this improvement.
- 23 • In the event that the cost of these improvements
24 exceeds the project's TUMF and RBBB contributions
25 for this phase, County shall make its best efforts to
26 secure additional funds from the TUMF Program or
27 other Regional funding programs administered by
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1 WRCOG or RCTC to contribute the additional funding,
2 and/or identify funds collected from other development
3 in the proposed Lakeview/Nuevo RBBB area to fully
4 fund these improvements.

- 5 • In addition to the County's efforts to secure funding for
6 the road widening improvements from WRCOG and
7 RCTC, applicant will establish a Community Facilities
8 District (CFD) for its then current phase of
9 development. The funds generated by the CFD shall be
10 used to fund the improvements and applicant shall
11 receive corresponding credits against RBBB and
12 TUMF fees that the current phase of development
13 would generate.

14 Mitigation Measures Trans 78 and 79 address the installation of
15 signals. To the extent that these signals have not been installed by
16 other prior to the time they are needed for the traffic generated by
17 the Specific Plan, these two measures require the installation of the
18 identified signals. The timing of installing on-site and off-site
19 signals will be determined based on village-level traffic studies.

20 ***MM Trans 78:*** The following signals shall be installed prior to the
21 issuance of the 6,801st residential occupancy permit, or the
22 issuance of an equivalent amount of non-residential building
23 permits, or earlier if determined to be necessary on the basis of
24 village-level traffic studies:

- 25 • Menifee Road (NS) at San Jacinto Road (EW)
- 26 • Menifee Road (NS) at Mapes Road (EW)
- 27 • Menifee Road (NS) at Nuevo Road (EW) (relocated)

- Reservoir Avenue (NS) at 10th Street (EW)
(Modification to add lanes)
- Park Center Boulevard (NS), or location in vicinity, at
Ramona Expressway (EW) – temporary signal to be
removed when Park Center is connected to Ramona
Parkway at its ultimate location.
- Yucca Avenue (NS) at 10th Street (EW) (Modification
to add lanes)
- On-site signals as needed to support development

MM Trans 79: The following signals shall be installed prior to the issuance of the 9,081st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

- Foothill Avenue (NS) at Nuevo Road (EW)
- Antelope Road (NS) at Nuevo Road (EW)

On-site signals as needed to support developmentMitigation

Measures Trans 81 through 92, exclusive of Trans 86, will reduce impacts to the following intersection improvements, which shall be provided prior to the issuance of the 6,801st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

MM Trans 81: Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:

Northbound: One shared left turn and through lane. One right turn lane.

1 Southbound: Not applicable.

2 Eastbound: Two through lanes. One right turn lane.

3 Westbound: One left turn lane. Two through lanes.

4 *MM Trans 82*, which may be waived at the discretion of the
5 County: Improve the intersection of Reservoir Avenue and
6 Ramona Expressway to include the following geometrics:

7 Northbound: One left turn lane. One through lane. One free flow
8 right turn lane.

9 Southbound: One left turn lane. One through lane. One
10 right turn lane.

11 Eastbound: One left turn lane. Two through lanes. One
12 right turn lane.

13 Westbound: Two left turn lanes. Two through lanes. One
14 right turn lane.

15 *MM Trans 83*, which may be waived at the discretion of the
16 County: Improve the intersection of QQ Street/Town Center
17 Boulevard and Ramona Expressway to include the following
18 geometrics:

19 Northbound: Two left turn lanes. One through lane. One
20 right turn lane.

21 Southbound: One left turn lane. One through lane. One
22 right turn lane.

23 Eastbound: One left turn lane. Two through lanes. One
24 free flow right turn lane.

25 Westbound: One left turn lanes. Two through lanes. One
26 right turn lane.

1 *MM Trans 84*, which may be waived at the discretion of the
2 County: Improve the intersection of Park Center Boulevard and
3 Ramona Expressway to include the following geometrics:

4 Northbound: One left turn lane. One free flow right turn
5 lane.

6 Southbound: Not applicable.

7 Eastbound: Two through lanes. One right turn lane.

8 Westbound: Two left turn lanes. Two through lanes.

9 *MM Trans 85*, which may be waived at the discretion of the
10 County: Improve the intersection of Bridge Street and Ramona
11 Expressway to include the following geometrics:

12 Northbound: Not applicable.

13 Southbound: One left turn lane. One right turn lane.

14 Eastbound: One left turn lane. Two through lanes.

15 Westbound: Two through lanes. One right turn lane.

16 *MM Trans 87*: Improve the intersection of Reservoir Avenue and
17 9th Street to include the following geometrics:

18 Northbound: One through lane. One shared through and
19 right turn lane.

20 Southbound: One left turn lane. Two through lanes.

21 Eastbound: Not applicable.

22 Westbound: One shared left turn and right turn lane.

23 *MM Trans 88*: Improve the intersection of Reservoir Avenue and
24 10th Street to include the following geometrics:

25 Northbound: One through lane. Two through lanes. One
26 free flow right turn lane.

1 Southbound: Two left turn lanes. One through lane. One
2 shared through and right turn lane.

3 Eastbound: One left turn lane. One through lane. One
4 shared through and right turn lane.

5 Westbound: Two left turn lanes. Two through lanes. One
6 right turn lane.

7 **MM Trans 89:** Improve the intersection of Lakeview Avenue and
8 10th Street to include the following geometrics:

9 Northbound: One left turn lane. One shared through and
10 right turn lane.

11 Southbound: One left turn lane. One shared through and
12 right turn lane.

13 Eastbound: One left turn lane. One through lane. One
14 shared through and right turn lane.

15 Westbound: One left turn lane. One through lane. One
16 shared through and right turn lane.

17 **MM Trans 90:** Improve the intersection of Antelope Road and
18 Nuevo Road to include the following geometrics:

19 Northbound: Not applicable.

20 Southbound: One shared left turn and right turn lane.

21 Eastbound: One left turn lane. Two through lanes.

22 Westbound: One through lane. One shared through and
23 right turn lane.

24 **MM Trans 91:** Improve the intersection of Reservoir
25 Road/Menifee Road and Nuevo Road to include the following
26 geometrics:

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Northbound: One left turn lane. Two through lanes. One right turn lane.

Southbound: One left turn lane. Two through lanes. One free flow right turn lane.

Eastbound: Two left turn lanes. One shared through and right turn lane.

Westbound: One left turn lane. One shared through and right turn lane.

MM Trans 92: Improve the intersection of Menifee Road and San Jacinto Road to include the following geometrics:

Northbound: One left turn lane. One shared through and right turn lane.

Southbound: One left turn lane. One through lane. One right turn lane.

Eastbound: One left turn lane. One shared through and right turn lane.

Westbound: One left turn lane. One shared through and right turn lane.

Mitigation Measures Trans 93 through 100, will reduce impacts to the following intersection improvements, which shall be provided prior to the issuance of the 9,081st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

MM Trans 93, which may be waived at the discretion of the County: Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:

1 Northbound: One left turn lane. One right turn lane.

2 Southbound: Not applicable.

3 Eastbound: Two through lanes. One shared through and
4 right turn lane.

5 Westbound: One left turn lane. Three through lanes.

6 *MM Trans 94*, which may be waived at the discretion of the
7 County: Improve the intersection of Reservoir Avenue and
8 Ramona Expressway to include the following geometrics:

9 Northbound: One left turn lane. One through lane. One
10 free flow right turn lane.

11 Southbound: One left turn lane. One through lane. One
12 right turn lane.

13 Eastbound: Two left turn lanes. Three through lanes.
14 One right turn lane.

15 Westbound: Two left turn lanes. Three through lanes.
16 One right turn lane.

17 *MM Trans 95*, which may be waived at the discretion of the
18 County: Improve the intersection of QQ Street/Town Center
19 Boulevard and Ramona Expressway to include the following
20 geometrics:

21 Northbound: Two left turn lanes. One through lane. One
22 right turn lane.

23 Southbound: One left turn lane. One through lane. One
24 right turn lane.

25 Eastbound: Two left turn lanes. Three through lanes.
26 One free flow right turn lane.

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Westbound: Two left turn lanes. Three through lanes.
One right turn lane.

MM Trans 96, which may be waived at the discretion of the County: Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics:

Northbound: One left turn lane. One free flow right turn lane.

Southbound: Not applicable.

Eastbound: Three through lanes. One right turn lane.

Westbound: Two left turn lanes. Three through lanes.

MM Trans 97, which may be waived at the discretion of the County: Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics:

Northbound: Not applicable.

Southbound: One left turn lane. One right turn lane.

Eastbound: One left turn lane. Three through lanes.

Westbound: Three through lanes. One right turn lane.

MM Trans 98, which may be waived at the discretion of the County: Improve the intersection of Bernasconi Road and Ramona Expressway to include the following geometrics:

Northbound: One left turn lane. One shared through and right turn lane.

Southbound: One left turn lane. One shared through and right turn lane.

Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane.

1 Westbound: One left turn lane. Two through lanes. One
2 shared through and right turn lane.

3 **MM Trans 99:** Improve the intersection of Hansen Avenue and
4 10th Street/SS Boulevard to include the following geometrics:

5 Northbound: One left turn lane. One through lane. One
6 right turn lane.

7 Southbound: One left turn lane. One shared through and
8 right turn lane.

9 Eastbound: One left turn lane. Two through lanes. One
10 right turn lane.

11 Westbound: One left turn lane. One through lane. One
12 shared through and right turn lane.

13 **MM Trans 100:** Improve the intersection of Reservoir Avenue and
14 10th Street to include the following geometrics:

15 Northbound: Two left turn lanes. Two through lanes. One
16 free flow right turn lane.

17 Southbound: Two left turn lanes. Two through lanes. One
18 right turn lane.

19 Eastbound: Two left turn lanes. One through lane. One
20 right turn lane.

21 Westbound: Two left turn lanes. Two through lanes. One
22 right turn lane.

23 Mitigation Measures Trans 101 through 117 will reduce impacts to
24 the following roadways internal to project as determined on the
25 basis of the Village-level traffic studies:

26 **MM Trans 101:** Construct the signalized intersection of SS
27 Boulevard and MM Street to include the following geometrics:
28

1 Northbound: One left turn lane. One through lane. One
2 right turn lane.

3 Southbound: One left turn lane. One shared through and
4 right turn lane.

5 Eastbound: One left turn lane. One shared through and
6 right turn lane.

7 Westbound: One left turn lane. One through lane. One
8 right turn lane.

9 ***MM Trans 102:*** Construct the signalized intersection of Town
10 Center Boulevard and Retail Access to include the following
11 geometrics:

12 Northbound: One shared through and right turn lane.

13 Southbound: One left turn lane. One through lane.

14 Eastbound: Not applicable.

15 Westbound: One left turn lane. One right turn lane.

16 ***MM Trans 103:*** Construct the signalized intersection of SS
17 Boulevard - RR Street and Town Center Boulevard - Park Center
18 Boulevard to include the following geometrics:

19 Northbound: One left turn lane. One through lane. One
20 right turn lane.

21 Southbound: One left turn lane. One through lane. One
22 right turn lane.

23 Eastbound: One left turn lane. Two through lanes. One
24 right turn lane.

25 Westbound: One left turn lane. One through lane. One
26 shared through and right turn lane.

1 **MM Trans 104:** Construct the signalized intersection of Park
2 Center Boulevard and FF Street to include the following
3 geometrics:

4 Northbound: One left turn lane. Two through lanes. One
5 right turn lane.

6 Southbound: One left turn lane. Two through lanes. One
7 right turn lane.

8 Eastbound: One left turn lane. One shared through and
9 right turn lane.

10 Westbound: One left turn lane. One through lane. One
11 right turn lane.

12 **MM Trans 105:** Construct the intersection of Park Center
13 Boulevard and VV Street to include the following geometrics:

14 Northbound: One through lane. One shared through and
15 right turn lane.

16 Southbound: One through lane. One shared through and
17 right turn lane.

18 Eastbound: One right turn lane. Stop controlled.

19 Westbound: One right turn lane. Stop controlled.

20 **MM Trans 106:** Construct the intersection of RR Street and DD
21 Street to include the following geometrics:

22 Northbound: One shared left turn, through, and right turn
23 lane.

24 Southbound: One shared left turn, through, and right turn
25 lane.

26 Eastbound: One shared left turn, through, and right turn
27 lane. Stop controlled.
28

1 Westbound: One shared left turn, through, and right turn
2 lane. Stop controlled.

3 **MM Trans 107:** Construct the intersection of EE Street and DD
4 Street to include the following geometrics:

5 Northbound: One shared left turn and through lane.

6 Southbound: One shared through and right turn lane.

7 Eastbound: One shared left turn and right turn lane. Stop
8 controlled.

9 Westbound: Not applicable.

10 **MM Trans 108:** Construct the intersection of EE Street and FF
11 Street to include the following geometrics:

12 Northbound: One shared left turn, through, and right turn
13 lane. Stop controlled.

14 Southbound: One shared left turn, through, and right turn
15 lane. Stop controlled.

16 Eastbound: One shared left turn, through, and right turn
17 lane. Stop controlled.

18 Westbound: One shared left turn, through, and right turn
19 lane. Stop controlled.

20 **MM Trans 109:** Construct the intersection of OO Street and MM
21 Street to include the following geometrics:

22 Northbound: One shared left turn, through, and right turn
23 lane. Stop controlled.

24 Southbound: One shared left turn, through, and right turn
25 lane. Stop controlled.

26 Eastbound: One left turn lane. One through lane. One
27 shared through and right turn lane.
28

1 Westbound: One left turn lane. One through lane. One
2 shared through and right turn lane.

3 **MM Trans 110:** Construct the intersection of KK Street and MM
4 Street to include the following geometrics:

5 Northbound: One shared left turn, through, and right turn
6 lane. Stop controlled.

7 Southbound: One shared left turn, through, and right turn
8 lane. Stop controlled.

9 Eastbound: One left turn lane. One through lane. One
10 shared through and right turn lane.

11 Westbound: One left turn lane. One through lane. One
12 shared through and right turn lane.

13 **MM Trans 111:** Construct the signalized intersection of LL Street
14 and MM Street to include the following geometrics:

15 Northbound: One left turn lane. One shared through and
16 right turn lane.

17 Southbound: One left turn lane. One shared through and
18 right turn lane.

19 Eastbound: One left turn lane. One shared through and
20 right turn lane.

21 Westbound: One left turn lane. One shared through and
22 right turn lane.

23 **MM Trans 112:** Construct the intersection of FF Street and GG
24 Street to include the following geometrics:

25 Northbound: Not applicable.

26 Southbound: One left turn lane. One right turn lane. Stop
27 controlled.

1 Eastbound: One left turn lane. One through lane.

2 Westbound: One shared through and right turn lane.

3 **MM Trans 113:** Construct the intersection of TT Street and GG
4 Street to include the following geometrics:

5 Northbound: Not applicable.

6 Southbound: One shared left turn and right turn lane. Stop
7 controlled.

8 Eastbound: One shared left turn and through lane.

9 Westbound: One shared through and right turn lane.

10 **MM Trans 114:** Construct the intersection of II Street and JJ Street
11 to include the following geometrics:

12 Northbound: One shared left turn and right turn lane. Stop
13 controlled.

14 Southbound: Not applicable.

15 Eastbound: One shared through and right turn lane.

16 Westbound: One shared left turn and through lane.

17 **MM Trans 115:** Construct the intersection of TT Street and JJ
18 Street to include the following geometrics:

19 Northbound: One shared left turn and right turn lane. Stop
20 controlled.

21 Southbound: Not applicable.

22 Eastbound: One shared through and right turn lane.

23 Westbound: One shared left turn and through lane.

24 **MM Trans 116:** Construct the intersection of TT Street and UU
25 Street to include the following geometrics:

26 Northbound: One shared left turn and through lane.

27 Southbound: One shared through and right turn lane.

1 Eastbound: One shared left turn and right turn lane. Stop
2 controlled.

3 Westbound: Not applicable.

4 **MM Trans 117:** All improvements listed for Phases 1A, 1B, 2, 3A,
5 and 3B are requirements for interim conditions only. Full right-of-
6 way and roadway half sections adjacent to the property for the
7 ultimate roadway cross-section per the County's Road
8 Improvement Standards and Specifications must be provided.

9 Mitigation Measures Trans 118 through 121 will reduce impacts to
10 the impacts upon circulation on local roads during the project's
11 construction:

12 **MM Trans 118:** If Option A is implemented to move fill dirt from
13 south of Ramona Expressway to north and to mitigate for the
14 potential significant effect on the circulation system that would
15 result if access to Ramona Expressway from the existing
16 Lakeview/Nuevo community was eliminated, the intersection of
17 Lakeview Avenue and Ramona Expressway shall be maintained
18 during the months that Ramona Expressway is being used in its
19 relocated location to the north. (See Section 5.14, Threshold C, pg.
20 5.14-178.)

21 **MM Trans 119:** If Option A is implemented to move fill dirt from
22 south of Ramona Expressway to north, all construction
23 management, staging and equipment parking areas shall be
24 maintained in a location north of Ramona Expressway to avoid
25 construction traffic driving through existing neighborhoods to get
26 to existing signals, or causing traffic hazards by crossing at
27 unsignalized locations.
28

1 *MM Trans 120:* If Option B is implemented, at least one lane of
2 Ramona Expressway must remain open at all times during the
3 construction of the over/under crossing. Traffic control plans shall
4 be approved by the County prior to the issuance of encroachment
5 permits for work within the right-of-way.

6 *MM Trans 121:* If the overcrossing (bridge) approach to Option B
7 is implemented, bridge plans and specifications must include solid
8 railings or other design features that would eliminate the risk of
9 falling dirt and debris.

10 Mitigation Measures Trans 122 through 123 will reduce impacts to
11 the impacts from hazards regarding design features or incompatible
12 vehicular traffic on local roads:

13 *MM Trans 122:* Sight distance at the project entrance roadways
14 shall be reviewed with respect to standard County of Riverside
15 sight distance standards at the time of preparation of final grading,
16 landscape, and street improvement plans.

17 *MM Trans 123:* Signing/striping plans shall be provided to the
18 County for review and approval in conjunction with detailed
19 construction plans for the project on-site roads.

20 L. Utilities

21 1. Impacts:

22 Development of the proposed project will generate the need for
23 new or expanded facilities from local utility providers. In
24 particular, the project will have an impact on the local water
25 supply and existing water supply infrastructure. This impact is
26 considered less than significant through compliance with existing
27 regulatory requirements, specifically SB 610, SB 221, and County
28

1 General Plan Policies OS 1.1, OS 2.1, OS 2.3, OS 2.4, OS 4.5, and
2 LU 5.3 together with MM Util 1 set forth below. Additionally, the
3 project will require new storm water drainage facilities which will
4 be mitigated to less than significant through compliance with
5 existing regulatory requirements, specifically General Plan
6 Policies S 4.10, OS 2.2, LU 5.2; implementation of project design
7 considerations such as preparation of a SWPPP, WQMP and
8 design specifications of the RCFCWCD; and compliance with
9 MM Util 2, 2a, 3 and 3a. The project will have a less than
10 significant impact on electrical facilities through compliance with
11 regulatory requirements, specifically Title 24, SB 1305, General
12 Plan policies LU 5.2 and 5.4, and SCE's policy and extension rules
13 as well as compliance with MM Util 4, 5 and 6. The project will
14 have a potentially significant impact on natural gas facilities which
15 will be reduced to less than significant through compliance with
16 regulatory requirements, specifically General Plan policies LU 4.2,
17 and Southern California Gas Company's policy and extension rule
18 as well as implementation of MM Util 7 and 8. The project will
19 also have a significant impact to local landfills and their capacity
20 which can be mitigated to less than significant through compliance
21 with regulatory requirements, such as AB 939, AB 1327, and
22 General Plan policies OS 13.1, and AG 5.1, together with
23 compliance with MM Util 9, 10 and 11. Each of these impacts
24 will be mitigated to below a level of significance with
25 implementation of the following mitigation measures referenced
26 above.

27 2. Mitigation:
28

1 *Mitigation Measure Util 1* has been adopted and made a condition
2 of approval of the project in order to mitigate potential significant
3 impacts to disruption of water supply due to lack of access by
4 Metropolitan Water District's (MWD) and/or Eastern Municipal
5 Water District's (EMWD) to existing facilities and rights-of-way
6 within and immediately adjacent to the boundaries of the project:
7 EMWD and MWD shall be allowed to maintain facilities, rights-
8 of-way and access to their existing facilities at all times in order to
9 repair and maintain these facilities. To avoid potential conflicts,
10 preliminary engineering design drawings or improvement plans for
11 any project activity, including but not limited to recreational
12 facilities and storm drain plans, in an area which would impact one
13 or more of these facilities or rights-of-way shall be submitted to
14 EMWD or MWD, as appropriate, for approval to proceed. All
15 submittals shall clearly delineate the respective water facility and
16 rights-of-way.

17 *Mitigation Measure Util 2* has been adopted and made a condition
18 of approval of the project in order to mitigate for potential traffic
19 impacts along Ramona Expressway as a result of the installation of
20 the expansion of utility facilities in the area: Boring and tunneling
21 techniques shall be used, if feasible, to construct the main storm
22 drain channel which crosses under Ramona Expressway and is
23 located west of Town Center Boulevard . If this construction
24 method is found to be infeasible, MM Util 2a shall be
25 implemented.

26 *MM Util 2a:* Should crossing or open trenching through the
27 Ramona Expressway be required as a part of the construction of
28

1 the storm drain channel identified in MM Util 2, temporary traffic
2 control measures including but not limited to, flagmen, temporary
3 median barriers, or realigned roadway segments shall be used to
4 maintain two-way traffic at all times. A traffic control plan shall be
5 submitted for approval to RCFCWCD and County Transportation
6 Department with the construction documents for the channel.

7 **Mitigation Measure Util 3** has been adopted and made a condition
8 of approval of the project which will avoid potential significant
9 flooding or water quality impacts which would result if the
10 necessary phased storm drain system facilities were not in place:
11 Interim/temporary and/or final/permanent facilities shall be
12 constructed to alleviate flooding and water quality impacts
13 associate with each proposed phase of development. At the time of
14 tract map approval, the storm drain system requirements must be
15 identified and submitted to RCFCWCD and the County Planning
16 Department for approval.

17 **MM Util 3a:** In the event the applicant widens Ramona
18 Expressway, storm flows discharged from culverts on the north
19 side of Ramona Expressway east of Towne Center Parkway will be
20 spread out by mitigation structures constructed in accordance with
21 Riverside County Flood Control and Water Conservation District
22 standards in an effort to duplicate the existing drainage pattern.

23 **Mitigation Measure Util 4** has been adopted and made a condition
24 of approval of the project in order to minimize potential significant
25 environmental impacts caused by the expansion of electric utility
26 facilities: Prior to recordation of a final map by the County, the
27 current or subsequent project applicant shall construct, or enter
28

1 into an agreement and post security, in a form and amount
2 acceptable to the Building and Safety Department, guaranteeing
3 the undergrounding of proposed utility distribution lines in
4 conformance with applicable County standards and the County's
5 Capital Improvement Policy.

6 ***Mitigation Measure Util 5*** has been adopted and made a condition
7 of approval of the project in order to minimize significant
8 environmental impacts caused by the expansion of electric service
9 lines: Tentative Tract maps shall be conditioned to require that all
10 electrical service lines (excluding transmission lines) serving
11 development within the project will be installed underground. This
12 includes existing service facilities that may have to be relocated
13 temporarily during grading.

14 ***Mitigation Measure Util 6*** has also been adopted and made a
15 condition of approval of the project in order to minimize
16 significant environmental impacts caused by the installation of new
17 electric service lines: The contractor shall temporarily relocate
18 existing overhead facilities, as necessary to maintain service, while
19 grading and installing the new underground system is underway.

20 ***Mitigation Measure Util 7*** shall be adopted and made a condition
21 of approval of the project to minimize the project's impacts to gas
22 service in the vicinity: Gas service shall remain available to all
23 existing customers during construction of new and replacement
24 gas lines within the project site.

25 ***Mitigation Measure Util 8*** has been adopted and made a condition
26 of approval of the project in order to minimize impacts to the
27 existing SCGC facilities: To assure that SCGC facilities are
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1 secure, access is maintained, and grading does not become a
2 hazardous situation, a chain link fence (or as approved by the
3 Planning Department) shall be installed around the existing
4 pressure control facility located on Davis Road. Truck access shall
5 be provided by the developer to the 36-inch line and the pressure
6 control facility to the satisfaction of SCGC. Any grading done
7 within the transmission easement shall require a "permission to
8 grade" letter from SCGC after review of final grading plans and
9 prior to County issuance of a grading permit.

10 *Mitigation Measure Util 9* has been adopted and made a condition
11 of approval of the project in order to minimize the amount of
12 construction and demolition materials delivered to the County's
13 landfills: The project proponent shall make every effort feasible to
14 recycle, reuse, and/or reduce the amount of construction and
15 demolition materials (i.e., concrete, asphalt, wood, etc.) generated
16 by development of the project that would otherwise be taken to a
17 landfill. This diversion of waste must exceed a 50 percent
18 reduction by weight. The project shall complete the Riverside
19 County Waste Management Department Construction and
20 Demolition Waste Diversion Program – Form B and Form C to
21 ensure compliance. Form B – Recycling Plan must be submitted
22 and approved by the Riverside County Waste Management
23 Department and provided to the Department of Building and
24 Safety prior to the issuance of building permits. Form C-
25 Reporting Form must be approved by the Riverside County Waste
26 Management Department and submitted to the Department of

1 Building and Safety prior to the issuance of certificate of
2 occupancy/final inspection.

3 *Mitigation Measure Util 10* has been adopted and made a
4 condition of approval of the project in order to minimize green
5 waste deliveries to the County landfills: The Homeowners
6 Association established for the proposed development shall
7 establish green waste recycling through its yard maintenance or
8 waste hauling contracts. Green waste recycling includes such
9 things as grass recycling (where lawn clippings from a mulching-
10 type mower are left on the lawn) and on- or off-site composting.
11 This measure shall be implemented to reduce green waste going to
12 landfills. If such services are not available through the yard
13 maintenance or waste haulers in the area, the HOA shall provide
14 individual homeowners with information about ways to recycle
15 green waste individually and collectively. Homeowners shall be
16 notified of such in the CC & Rs.

17 *Mitigation Measure Util 11* has been adopted and made a
18 condition of approval of the project in order to assure compliance
19 with the California Solid Waste Reuse and Recycling Act of 1991
20 (AB 1327), which requires the local jurisdiction to require
21 adequate areas for collecting and loading recyclable materials:
22 Prior to issuance of Building Permits for any multi-unit residential,
23 commercial or industrial facilities, clearance from the Riverside
24 County Waste management Department is needed to verify
25 compliance with AB 1327 in terms of installation of recycling
26 access areas at these facilities.

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following impacts
2 potentially resulting from approval of the Project, including the General Plan amendments,
3 Change of Zone, and the adoption of Specific Plan No. 342, cannot be fully mitigated and will be
4 only partially avoided or lessened by the mitigation measures hereinafter specified, therefore the
5 Board makes the finding, based upon substantial evidence in the record, set forth in CEQA
6 Section 21081(a)(3) that: Specific economic, legal, social, technological, or other
7 considerations, including considerations for the provision of employment opportunities for
8 highly trained workers, make infeasible mitigation measures or alternatives identified in the
9 environmental impact report. With respect to the project's cumulative contribution to global
10 climate change as a result of greenhouse gas emissions, the Board further finds that in addition to
11 the finding set forth in CEQA Section 21081(a)(3), because many of the actions, programs and
12 measures to fully implement AB 32 are with the responsibility and control of other public
13 agencies, and that those requirements can and should be adopted and implemented by those other
14 agencies, the Board also adopts the finding set forth in CEQA Section 21081(a)(2). As required
15 by CEQA Section 21081(b), the County finds that for each of the significant impacts which are
16 subject to a finding under Section 21081(a)(3), that specific overriding economic, legal, social,
17 technological, or other benefits of the project outweigh the significant effects on the
18 environment:

19 A. Aesthetics - Cumulative

20 1. Impacts:

21 The project when considered with the buildout of the County
22 General Plan will have a cumulatively significant impact on the
23 Ramona Expressway and will contribute cumulatively to a
24 significant and unavoidable change in the visual character of the
25 area through conversion of open space to urban uses. Although
26 site-specific aesthetic impacts may be reduced to below a level of
27 significance through implementation of the mitigation measures
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1 identified in the EIR and set forth above, the cumulative impact of
2 the development of the project on aesthetic resources is significant.
3 This finding is consistent with the County's finding in adopting the
4 RCIP General Plan EIR which concluded that "future development
5 within Riverside County and development in surrounding [cities]
6 would result in the intensification of urban uses as well as
7 conversion of open space into urban land uses. . . ." Although
8 alternatives were considered which would reduce aesthetic impacts
9 by retaining various portions of the project area in agricultural
10 operations, the County finds that none of the alternatives would
11 reduce this cumulative impact to less than significant, and that the
12 impacts will remain significant and unavoidable after consideration
13 of the mitigation measures and alternatives.

14 2. Mitigation:

15 The EIR evaluated several mitigation measures to address potential
16 significant adverse impacts upon aesthetic resources; however, no
17 feasible mitigation measures were identified in EIR No. 471 that
18 could be implemented that would reduce the cumulative impacts to
19 aesthetic resources to less than significant. As described in the
20 Draft EIR beginning at 5.1-38, with buildout of the RCIP General
21 Plan, the area along several miles of the Ramona Expressway is
22 designated for residential, commercial and community center land
23 uses. Thus, the visual character along Ramona Expressway will
24 change over time as the General Plan builds out and prominent
25 scenic vistas open to the public will be lost. This finding is
26 consistent with the findings adopted by the County in approving
27 the RCIP General Plan. While mitigation measures provide for
28

1 landscaping and enhancement of foreground view, the change in
2 visual character can be reduced, but not to a less than significant
3 level. Similarly, while several alternatives would retain more open
4 space than the proposed project, only the no development
5 alternative (Alternative 1) would avoid this impact, and that
6 alternative is not feasible in terms of implementation of the County
7 General Plan. All other alternatives would result in some level of
8 development, including Alternative 2 (development under the
9 RCIP General Plan) which the County found to have a significant
10 unavoidable impact on aesthetics when it adopted the RCIP
11 General Plan. Comments have suggested that the County consider
12 adoption of ordinances (a) requiring the preservation of open space
13 and agricultural lands, (b) imposing fees to purchase agricultural
14 easements, (c) requiring low density zoning in scenic areas or (d)
15 designating certain areas of the County as scenic or open space
16 with protective regulations for those areas to mitigate aesthetic
17 impacts resulting from the conversion of open space areas to
18 developed land. Those measures that are intended to preserve
19 agricultural land as open space are discussed below in the findings
20 regarding the infeasibility of measures to reduce the impact on
21 agricultural resources to less than significant. With regard to the
22 adoption of ordinances requiring the preservation of open space,
23 the appropriate land use mechanism to designate land uses is the
24 General Plan. The adoption of a site specific ordinance to
25 redesignate lands open space or rezone lands for lower density
26 development would be contrary to the objectives of the General
27 Plan, would contravene the goals and objectives of the General
28

1 Plan, and would be contrary to sound planning principles under the
2 California Planning and Zoning laws and is therefore considered
3 infeasible by the County. The County considered which lands
4 should be set aside for open space and which lands would be
5 appropriate for development when it recently adopted its RCIP
6 General Plan. At that time, the County determined that the Project
7 site should be designated with a Community Development Overlay
8 as it was determined by the County to be an appropriate site for
9 community development in the future. The proposed Project,
10 including adoption of the Specific Plan provides the appropriate
11 land use entitlement to address the General Plan's designation of
12 the Project site as Community Development. The County has
13 considered designating certain areas as scenic, including a
14 proposed scenic highway designation along Ramona Expressway,
15 but this alone would not feasibly mitigate the conversion of
16 currently undeveloped or agricultural areas to development
17 consistent with the TVOL Specific Plan. In conclusion, there are
18 no feasible measures to reduce this impact to less than significant
19 and for these reasons, the County finds this impact significant and
20 unavoidable.

21 B. Agriculture – Project and Cumulative

22 1. Impacts:

23 Development of the project will result in the conversion of 289
24 acres of Prime Farmland, 1 acre of Unique Farmland, 205 acres of
25 Farmland of Statewide Importance, and 741 acres of Farmland of
26 Local Importance to urban uses. Although the project does not
27 conflict with any Williamson Act Contract, it does significantly
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1 conflict with the existing agricultural uses. These impacts were
2 also considered unavoidable and adverse when the County adopted
3 the Riverside County General Plan. At that time the County found
4 that the loss of agricultural lands, such as the project site, would be
5 a significant and unmitigable impact and adopted a statement of
6 overriding considerations. The Villages of Lakeview project
7 proposes more development than the land use designation placed
8 upon the property by the Riverside County General Plan, and this
9 impact would continue to be significant and unavoidable, even
10 with implementation of the following mitigation measures.
11 Although alternatives to the project were considered which would
12 minimize the impact to agricultural resources, the only alternative
13 that would avoid the impact altogether was Alternative 1, No
14 Project/No Development. Other mitigation measures were
15 considered beyond those set forth below and discussed at DEIR
16 pages 5.2-12 and 7.0-17, however those measures were
17 determined to be infeasible or incapable of reducing the impact to
18 less than significant. Mitigation that was considered included
19 imposing conservation easements on other designated farmland
20 which easement would then be conveyed to a land trust or other
21 non-profit organization to hold the easement in perpetuity.
22 Although the project will place 100 acres of agricultural land under
23 a conservation easement, for the reasons discussed in the DEIR at
24 page 5.2-12, 1:1 mitigation through this form of mitigation is not
25 considered feasible due to the absence of an agricultural land trust
26 for this amount of land, the unique real estate market in Southern
27 California, and the easement acquisition process. Another
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1 mitigation considered was the payment of a per-acre fee whether
2 imposed as a fee or imposed through adoption of a County-wide
3 ordinance; however, this too was determined to be infeasible
4 because even if a fee were collected, neither the County nor any
5 other organization within the County maintains a program for the
6 acquisition of development rights on farmland and so its capability
7 of accomplishing the objective within a reasonable period of time
8 is questionable and therefore determined to be infeasible by the
9 County. Moreover, a net loss of farmland would still occur. For
10 these reasons, this impact was determined to be unavoidable and
11 adverse, consistent with the findings of the County made in
12 connection with adoption of the RCIP General Plan.

13 2. Mitigation:

14 *Mitigation Measure Ag 2* has been adopted and made a part of the
15 project to reduce the impacts to Prime Farmland, Unique
16 Farmland, and Farmland of Unique Importance: A perpetual
17 agricultural conservation easement (Easement) as defined by
18 Section 815.1 of the California Civil Code containing a minimum
19 of 100 acres of "agricultural land" as defined by Public Resources
20 Code Section 10213 within five miles of the project, shall be
21 provided by the Master Developer to the state, county, resource
22 conservation district, regional park or open-space district, regional
23 park or open-space authority, a nonprofit organization, or other
24 entity authorized to acquire and hold conservation easements under
25 Civil Code Section 815.3. The purpose of this Easement is to
26 restrict the property's use to only those uses that will not impair or
27 interfere with the property's agricultural productive capacity, its
28

1 soils, and its agricultural character, values, and utility. To the
2 extent that the preservation of the open space character and scenic,
3 habitat, natural, or historic values of the property are consistent
4 with such use, it will be within the purpose of this easement to
5 protect those values. Rural enterprises or activities, including, but
6 not limited to, grazing, hunting and fishing, wildlife habitat
7 improvement, predator control, timber harvesting, and firewood
8 production, shall be permitted uses provided that the agricultural
9 productivity of the land and is not significantly impaired by those
10 activities. The Easement shall be recorded on or before the
11 issuance of the 1,500th building permit.

12 ***Mitigation Measure Ag 3*** has also been adopted and made a
13 condition of approval of the project to order to reduce the impacts
14 to Prime Farmland, Unique Farmland, and Farmland of Unique
15 Importance: Master Developer shall preserve within the project no
16 less than 3 acres of "Prime Farmland" as defined by Public
17 Resources Code Section 10213 for use as a community garden or
18 gardens by recordation of a conservation easement as defined by
19 Section 815.1 of the California Civil Code. To the extent that the
20 preservation of the open space character and scenic, habitat,
21 natural, or historic values of the property are consistent with such
22 use, it will be within the purpose of this easement to protect those
23 values. The Community Garden will be run by the Homeowners'
24 Association or County Service Area so as to be available to the
25 public for the purpose of gardening. The location of the
26 community garden or gardens shall occur within the 500-foot
27 Greenbelt as defined by Planning Areas 5, 7, 8, 21 and 22. An
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1 easement shall be recorded and the community garden or gardens
2 shall be available for use on or before the issuance of the 1,500th
3 building permit.

4 C. Air Quality – Project and Cumulative

5 1. Impacts:

6 Development of the project will result in an 88 percent increase in
7 the number of dwelling units on the project site as compared to the
8 County's General Plan, which exceeds the local land use plans that
9 were the basis of the developing the Air Quality Management Plan
10 (AQMP) of the South Coast Air Basin (SCAB). Short-term
11 construction emissions and long-term operational emissions (both
12 direct and cumulative) would exceed short-term South Coast Air
13 Quality Management District (SCAQMD) significance thresholds
14 during construction for volatile organic compounds (VOC), oxides
15 of nitrogen (NO_x), carbon monoxide (CO), and particulate matter
16 of 10 microns (PM-10) and 2.5 microns or less in size (PM-2.5)
17 within Phase 1 of the project; and VOC, NO_x, PM-10, and PM-2.5
18 in phases 2 and 3 of the project. SCAQMD long-term significance
19 thresholds will also be exceeded for VOC, NO_x, CO, sulfur
20 dioxide (SO₂), PM-10, and PM-2.5 over the project as a whole.
21 Additionally, the project will significantly increase the amount of
22 greenhouse gas emissions that are produced locally. The project
23 will also involve the construction of sensitive receptors near the
24 Ramona Expressway. Although all feasible mitigation measures
25 have been considered, including those which were added in
26 response to comments and addressed in the Final EIR, it is not
27 possible to reduce the impacts to less than significant. Among the
28

1 mitigation measures suggested for consideration by the County
2 included the adoption of an ordinance requiring developers to pay
3 for offsetting new air pollution. This suggestion was determined
4 to be infeasible by the County because while the payment of
5 money could over time provide for offsets of existing emissions,
6 the County does not have a program by which to purchase offsets
7 and therefore the ability of this measure to be accomplished
8 successfully within a reasonable period of time is uncertain and
9 therefore of questionable feasibility. In addition, the imposition of
10 fees would not reduce the emissions anticipated to be generated by
11 the project which would still occur even if fees were paid. Also,
12 because the unavoidable air quality impacts are also cumulative in
13 nature, the imposition of fees in one county would not necessarily
14 reduce to a level of less than significant the cumulative effect of
15 air emissions generated elsewhere in the South Coast Air Basin.
16 For these reasons, the adoption of an ordinance to impose fees was
17 not considered feasible mitigation. In addition to those measures
18 evaluated in the Draft EIR, the County also evaluated mitigation
19 measures to reduce GHG emissions suggested by the Office of the
20 Attorney General and the CAPCOA (California Air Pollution
21 Control Officer's Association) White Paper on CEQA and Climate
22 Change (2008). The evaluation of these measures are set forth in
23 Response to Comment 28.90 in the Final EIR. Moreover, as
24 noted in the discussion of Alternative 6 – Low Carbon Alternative,
25 similar to the proposed project, Alternative 6 is projected to reduce
26 its GHG emissions by more than 28.3% below "business as usual;"
27 however, as with the proposed project, adoption and
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1 implementation of measures to achieve the goals set by AB 32 are
2 within the responsibility and control of other public agencies, and
3 not the project alone. As a result, so long as any additional GHG
4 emissions are produced by a project, the County must find that the
5 project's GHG emissions are cumulatively considerable and
6 significant based upon the need for third party agency regulatory
7 action. The Villages of Lakeview project will have significant
8 impacts to project and cumulative air quality, even with the
9 following mitigation measures. Moreover, although alternatives
10 were considered which would have fewer impacts (project and
11 cumulative) on air quality, none of the alternatives with the
12 exception of Alternative 1 (No Project/No Development) would
13 avoid a significant impact altogether.

14 2. Mitigation:

15 *Mitigation Measures Air 1 through 3b* have been adopted and
16 made a condition of the project to reduce short-term direct and
17 cumulative air quality impacts, as follows:

18 *MM Air 1:* During construction, ozone precursor emissions from
19 mobile construction equipment shall be controlled by maintaining
20 equipment engines in good condition and in proper tune per
21 manufacturers' specifications to the satisfaction of the Department
22 of Building and Safety. Equipment maintenance records and
23 equipment design specification data sheets shall be kept on-site
24 during construction. Compliance with this measure shall be subject
25 to periodic inspections by the Department of Building and Safety.

26 *MM Air 1a:* All project developers funded privately rather than
27 publicly (public funding requires that the winning proposal go to
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1 the lowest responsible bidder) shall provide preference to qualified
2 grading contractor proposals that include the use of construction
3 equipment that demonstrates early compliance for off-road
4 equipment with the CARB in-use off-road diesel vehicle
5 regulation (SCAQMD Rule 2449) – and/or – meets or exceeds
6 Tier 3 standards with available CARB verified or U.S. EPA-
7 certified technologies or use of alternative fueled off-road
8 construction equipment. Proof of preference shall be reviewed by
9 the Department of Building and Safety’s Grading Division prior to
10 issuance of a grading permit.

11 *MM Air 2:* Where economically and physically feasible, electricity
12 from power poles shall be used instead of temporary diesel- or
13 gasoline powered generators to reduce the associated emissions.
14 Feasibility shall be determined by the contractor and approved by
15 the Department of Building and Safety’s Grading Division prior to
16 issuance of grading permits.

17 *MM Air 3:* To reduce construction vehicle (truck) idling while
18 waiting to enter/exit the site, prior to issuance of grading permits,
19 the contractor shall submit a traffic control plan that will describe
20 in detail safe detours to prevent traffic congestion to the best of the
21 project’s ability, and provide temporary traffic control measures
22 during construction activities that will allow both construction and
23 on-street traffic to move with less than 5-minute idling times.
24 Additional traffic control measures may include, but are not
25 limited to:

- 26 • Require construction parking to be configured such that
27 traffic interference is minimized,
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- 1 • Provide dedicated turn lanes for movement of construction
- 2 trucks and equipment on- off-site,
- 3 • Schedule construction activities that affect traffic flow on
- 4 the arterial system to off-peak hours to the extent
- 5 practicable,
- 6 • Reroute construction trucks away from congested streets or
- 7 sensitive receptor areas, and
- 8 • Improve traffic flow by signal synchronization.

9 *MM Air 3a:* To reduce fugitive dust emissions, the developer shall
10 provide the County of Riverside with sufficient proof of
11 compliance with Rule 403 and other dust control measures
12 including, but not limited to:

- 13 • Requiring the application of non-toxic soil stabilizers
- 14 according to manufacturers' specifications to all inactive
- 15 construction areas (previously graded areas inactive for 20
- 16 days or more, assuming no rain),
- 17 • Requiring trucks entering or leaving the site hauling dirt,
- 18 sand, or soil, or other loose materials on public roads to be
- 19 covered,
- 20 • Suspending all excavating and grading operations when
- 21 wind gusts (as instantaneous gust) exceed 25 miles per
- 22 hour,
- 23 • Post contact information outside the property for the public
- 24 to call if specific air quality issues arise,
- 25
- 26
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- Use SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,
- Replace ground cover in disturbed areas as quickly as possible.

MM Air 3b: In order to improve air quality by reducing VOC emissions associated with the application of architectural coating, homebuilders shall apply coatings and solvents with a VOC content lower than required under Rule 1113 as amended July 13, 2007 to residential dwelling units. In addition, homebuilders are encouraged to consider the use of pre-coated construction materials and materials that do not require painting. Construction specifications shall be included in the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the County of Riverside's Building and Safety Department for compliance with this mitigation measure prior to issuance of a building permit.

Mitigation Measures Air 4 through Air 14 have been adopted and made conditions of approval of the project, in addition to Mitigation Measures Air 1-3b above, to reduce long-term impacts and green house gas emissions as follows:

MM Air 4: In order to reduce energy consumption from proposed project development, applicable plans (e.g., electrical plans, improvement maps, etc.) submitted to the County shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the

1 applicable Department (e.g., Department of Building and Safety or
2 Department of Transportation) prior to conveyance of applicable
3 streets.

4 **MM Air 5:** In order to reduce energy consumption from the
5 proposed project development, construction of large residential
6 buildings, large public buildings (library, public community
7 center, schools, and joint-use facilities), large private recreation
8 buildings owned by the Homeowners' Association (HOA) and
9 large commercial buildings (retail and office) shall exceed the
10 2007 California Energy Code - Title 24, Part 6 energy efficiency
11 standards by 35% (schools and joint-use facilities are subject to
12 Nuview Union School District approval). Submission of a Title 24
13 worksheet with building plans shall be required by the Department
14 of Building and Safety in order to obtain a building permit. The
15 worksheet shall include both the calculations showing the
16 minimum Title 24 compliance requirements and calculations
17 demonstrating that the project will increase energy efficiency 35%
18 beyond Title 24. Compliance is determined by comparing the
19 energy efficiency of the proposed development to a minimally
20 Title 24 compliant development. The calculations must be from an
21 energy analysis computer program approved by the California
22 Energy Commission in accordance with Title 24, Part 1, Article 1,
23 Section 10-109. These approved programs include, as of February
24 2009, EnergyPro and Micropas 7 for residential buildings and
25 EnergyPro, Perform 2005, and eQuest/D2Comply for non-
26 residential buildings. (Note: "large" is defined as the primary
27 residence, main private recreation building, main public
28

1 community center building, retail space with an anchor, etc.;
2 “large” excludes a shed in a residential yard, small utility
3 buildings, small pool buildings, trash enclosures, etc.)

4 *MM Air 6:* In order to reduce energy consumption from the
5 proposed project development, The Villages of Lakeview
6 homebuilders shall, if installing major appliances such as
7 dishwashers, washing machines, and refrigerators in homes, install
8 Energy Star-rated models. Major appliances installed in large
9 public buildings (library, public community center, schools, and
10 joint-use facilities) and large private recreation buildings owned by
11 the HOA shall be Energy Star-rated (schools and joint-use
12 facilities are subject to Nuvview Union School District approval).
13 Proof of compliance will be required by the Department of
14 Building and Safety in order to obtain a Final Inspection. (Note:
15 “large” is defined as the primary residence, main private recreation
16 building, main public community center building, retail space with
17 an anchor, etc.; “large” excludes a shed in a residential yard, small
18 utility buildings, small pool buildings, trash enclosures, etc.)

19 *MM Air 6a:* In order to increase renewable energy sources and
20 reduce greenhouse gas emissions, large public buildings (library,
21 public community center, schools, and joint-use facilities) and
22 large private recreation buildings owned by the HOA shall be
23 installed with solar panels, photovoltaic cells, solar thermal
24 systems or other renewable energy generating technology (schools
25 and joint-use facilities are subject to Nuvview Union School District
26 approval). Homebuilders are required to: 1) offer to home buyers
27 solar panels, photovoltaic cells, solar thermal systems or other
28

1 renewable energy generating technology as part of the
2 homebuilder's option program, or 2) be consistent with the
3 Governor's Million Solar Roofs plan. Proof of compliance shall be
4 shown on the panel of plans or the homebuilder's option package
5 and be required by the Department of Building and Safety in order
6 to obtain a building permit. (Note: "large" is defined as the
7 primary residence, main private recreation building, main public
8 community center building, retail space with an anchor, etc.;
9 "large" excludes a shed in a residential yard, small utility
10 buildings, small pool buildings, trash enclosures, etc.)

11 **MM Air 7:** Because The Villages of Lakeview residents will be
12 adding additional car trips, and therefore contributing indirectly to
13 both criteria pollutants and greenhouses gases such as carbon
14 dioxide, The Villages of Lakeview will provide a transit center,
15 including a bus stop opportunity and park-n-ride lot to facilitate
16 carpooling and/or use of public transportation. Proof of
17 compliance will be required prior to the issuance of the 2,632st
18 building permit.

19 **MM Air 8:** Because The Villages of Lakeview residents will be
20 adding additional car trips, and therefore contributing indirectly to
21 both criteria pollutants and greenhouses gases such as carbon
22 dioxide, The Villages of Lakeview will designate parking spaces
23 for high-occupancy vehicles and provide larger parking spaces to
24 accommodate vans used for ride sharing at the transit center,
25 library, public community center, Central Park parking area, and in
26 commercial areas. Proof of compliance will be required prior to
27 the approval of the Plot Plan for each of the projects listed above.
28

1 *MM Air 9:* Adequate bicycle parking (one space per 20 car spaces)
2 shall be provided at the transit center, library, public community
3 center, Central Park parking area, and the commercial areas. Proof
4 of compliance will be required prior to approval of the Plot Plan
5 for each implementing project.

6 *MM Air 10:* Because The Villages of Lakeview residents will be
7 adding additional car trips, and therefore contributing indirectly to
8 both criteria pollutants and greenhouses gases such as carbon
9 dioxide, public information shall be provided to residents about
10 opportunities to utilize walking, public transportation, carpooling,
11 and bicycles. This effort will be implemented through signage and
12 information posted at the transit center, library, public community
13 center, Central Park parking area, and in commercial areas. Proof
14 of compliance will be required prior to issuance of the building
15 permit for each of the above facilities.

16 *MM Air 11:* Because THE VILLAGES OF LAKEVIEW residents will
17 be adding additional car trips, and therefore contributing indirectly
18 to both criteria pollutants and greenhouses gases such as carbon
19 dioxide, a community vehicle shall be provided by the
20 Homeowners Association (or like entity) for resident transport. It
21 shall be an electric or alternative fuel vehicle. . Proof of
22 compliance will be required prior to the issuance of the 9,551st
23 building permit.

24 *MM Air 12:* Because The Villages of Lakeview residents will be
25 adding additional sources of solid waste to nearby landfills and
26 thereby indirectly contributing to methane emissions, in addition to
27 mitigation measures found in Section 5.15 (MM Util 9 through 11)
28

1 separate recycling and waste receptacles will be provided at all
2 public garbage bins along sidewalks and at the transit center,
3 library, public community center, Central Park parking area, and in
4 commercial areas. Proof of compliance will be required prior to
5 issuance of a building permit. Signage and information regarding
6 the recycling bins and acceptable recycling materials shall be
7 posted at the transit center, library, public community center,
8 Central Park parking area, and in commercial areas. Proof of
9 compliance will be required by the Department of Building and
10 Safety prior to the Plot Plan Final Inspection of each the above-
11 listed facilities.

12 *MM Air 13:* Because THE VILLAGES OF LAKEVIEW residents will
13 be adding additional car trips, and therefore contributing indirectly
14 to both criteria pollutants and greenhouses gases such as carbon
15 dioxide, THE VILLAGES OF LAKEVIEW will coordinate with the
16 transportation department and with local and regional agencies
17 where possible in order to maximize integration of the project with
18 local transportation planning and implementation efforts. These
19 efforts include the possibility of extending the Riverside Transit
20 Agency's Bus Rapid Transit System into the area and bus
21 connections to proposed Metrolink stations along the Perris Valley
22 Line. Proof of coordination shall be provided to the County
23 Transportation Department prior to the issuance of the 2,632nd,
24 6,771st, and 11,150th building permits which correspond with the
25 completion of each Phase of development, respectively.
26 Coordination materials shall include a Staff Report or Meeting
27 Minutes.
28

1 *MM Air 14:* Within the Central Park's campus of public facilities,
2 which includes a public community center and a library, up to 5
3 parking spaces (in excess of standard parking requirements) shall
4 be dedicated for the installation of an EV charging facility or for a
5 car sharing program.

6 D. Cultural – Project and Cumulative Indirect

7 Impacts:

8 The development of the project will introduce 11,150 dwelling
9 units within close proximity to sensitive cultural artifacts.
10 Additionally, the development of other projects as proposed within
11 the vicinity of the project will introduce 127,250 persons within
12 five miles of the project site. This will lead to both project and
13 cumulative indirect impacts to cultural resources including theft,
14 disturbance, or vandalism. Although several mitigation measures
15 have been introduced to minimize direct impacts to these
16 resources, the indirect effect on these resources from the project
17 and the cumulative development will still be significant and
18 unavoidable.

19 E. Land Use – Project and Cumulative

20 1. Impacts:

21 The project as proposed will have a significant impact to the
22 present and planned land use of the area as it would result in a
23 substantial alteration of the present use of the project site.
24 Accordingly, the Project includes General Plan Amendment No.
25 720, which proposes to increase the developable land use densities
26 on the subject site; however, no feasible mitigation, regulation or
27 design considerations were identified to lessen the impacts with
28

1 respect to the alteration from the present land use. Cumulatively,
2 the project is one of several proposed developments that will
3 impact existing and proposed land uses within the
4 Lakeview/Nuevo area and this portion of the County. Because the
5 project contributes to the overall new development along the
6 Ramona Expressway corridor and the Lakeview/Nuevo area,
7 cumulative land use impacts are also considered significant and
8 unavoidable. The project is also inconsistent with various General
9 Plan policies directed at conservation of agriculture, reduced
10 commutes and indirect effects of substantial population growth on
11 open space and rural character, and therefore, this is considered a
12 significant and unavoidable impact even with implementation of
13 Mitigation Measures Land Use 1, 2 and 3 described in Section H.,
14 Land Use, and set forth below, of these findings, and other
15 mitigation measures described elsewhere in these findings to
16 address impacts such as the conservation of agricultural lands.
17 The County further finds that while this impact could be avoided
18 by adoption of Alternative 1, the No Project/No Development
19 Alternative, all of the other alternatives considered would have
20 similar impacts as the proposed project, would not reduce impacts
21 to a less than significant level, and were not considered feasible
22 alternatives for the reasons set forth in these findings..

23 2. Mitigation:

24 *Mitigation Measure Land Use 1* has been adopted and made a
25 condition of approval of the project in order to reduce potential
26 significant adverse impacts due to incompatibility between
27 agricultural uses and proposed suburban development: Proposed
28

1 residences, school buildings, and commercial structures shall be
2 setback 300 feet from existing active agricultural uses of an
3 offensive nature which are defined as: corrals, chicken houses,
4 dairy waste ponds, manure stockpiles, or commercial livestock.
5 This setback shall not apply to areas of the project where Ramona
6 Expressway intervenes between active agriculture and proposed
7 development because the expressway will act as the buffer. The
8 300-foot buffer area may include public road rights-of-way,
9 parking lots, and service or maintenance areas. In addition to
10 project edge conditions, the 300-foot setback shall also apply to
11 interim conditions on-site between occupied project-related
12 buildings and existing on-site agricultural uses of an offensive
13 nature (e.g., chicken ranch) that are located in a later phase of
14 project development and may remain operational while earlier
15 phases of development are being built.

16 *Mitigation Measure Land Use 2* has been adopted and made a
17 condition of approval in order to reduce potential land use
18 density/intensity conflicts between existing rural residences on
19 Mike Lane and future residential homes within Planning Areas 55,
20 57, and 58: A sight line study or evidence showing avoidance of
21 views from proposed residences into existing homes on Mike Lane
22 shall be submitted at the time of Tract Map submittal, or as
23 otherwise approved by the Planning Director. Conflicts may be
24 avoided through use of various means including but not limited to:
25 location of windows and balconies, landscaping, walls, elevation
26 differences, or setbacks.

1 *Mitigation Measure Land Use 3* has been adopted and been made
2 a condition of approval of the project in order to eliminate
3 inconsistencies with General Plan Policy LU.4.1, which
4 encourages public art, and to provide a mechanism for
5 interpretation of some of the historic land uses of the project site:
6 Public art and/or historic interpretation art or exhibits, shall be
7 incorporated into the project in a minimum of three locations. At
8 least one exhibit will focus on the project site's prehistoric
9 archaeological resources and interpretation at a location(s) to be
10 determined at a later date depending on subject matter. Examples
11 of the other exhibits may include but are not limited to:
12 interpretative exhibits regarding the thoroughbred farm located
13 within the park to be built in PA 53, art as a part of community
14 entry monumentation, or art within fountains at a plaza within a
15 pedestrian-oriented commercial center.

16 F. Noise – Project and Cumulative

17 Impacts

18 The project will create a substantial permanent increase in ambient
19 noise levels in the project vicinity above levels existing without the
20 project. No feasible mitigation measures will reduce those impacts
21 to below a level of significance. Because these increases in noise
22 are as a result generally of vehicle trips and ambient noise created
23 by additional vehicular trips, there are no physical structures, such
24 as soundwalls, or berming, or landscape buffering that could
25 feasibly reduce the increase in ambient noise to less than
26 significant. It should be noted that there are significant noise level
27 increases from existing levels from other cumulative projects
28

1 considered in the EIR, even without the addition of project-
2 generated traffic along 31 of the 147 road segments studied; and
3 therefore, the cumulative noise impacts were considered significant
4 even without the addition of the project. Each of the segments in
5 which ambient noise levels associated with the project were
6 considered in the Final EIR; however, it was not feasible to
7 mitigate those noise increases and therefore both project and
8 cumulative noise impacts are considered significant and
9 unmitigable.

10 G. Population

11 Impacts

12 The project will cumulatively exceed official regional and local
13 population projections, and induce substantial population growth in
14 the area. The project contributes 42.5 percent of the forecasted
15 population for the Lakeview/Nuevo Planning Area and comprises
16 more than 5% of the County's projections through 2030.
17 Moreover, as the project does not improve the region's
18 jobs/housing balance, the residential population growth attributable
19 to the project is considered cumulatively considerable and
20 significant. No feasible mitigation measures will reduce those
21 impacts to below a level of significance.

22 H. Transportation / Traffic

23 1. Impacts

24 For certain roadways as discussed in each mitigation measure
25 below, the project will exceed, either individually or cumulatively,
26 a level of service standard established by the county congestion
27 management agency for designated roads or highways and/or cause
28

1 an increase in traffic which is substantial in relation to the existing
2 traffic load and capacity of the street system. Additionally, the
3 project will cause the need for altered maintenance of roads.
4 Certain improvements are identified in the EIR for which, although
5 mitigation measures have been identified that will reduce the
6 project's direct and cumulative traffic impacts to less than
7 significant, because (1) even if the project has contributed its fair
8 share of funding for the identified improvement, it is not known
9 which of the identified, off-site regional improvements will be
10 constructed and operational by the time the project is operational
11 (i.e., the project is generating trips that impact the identified
12 roadways); or (2) the improvement is the responsibility of other
13 jurisdictions or agencies, and not the County, and therefore, the
14 timing of implementation of the improvement cannot be
15 ascertained with certainty, a significant unavoidable adverse
16 temporary impact may occur until such time all identified
17 improvements have been constructed and implemented. In
18 consideration of these factors, The Villages of Lakeview project
19 will have significant impacts to planned local transportation and
20 traffic patterns, even with the following mitigation measures.

21 2. Mitigation

22 Mitigation Measures Trans 6, 8 and 10 describe the project's
23 participation in the County's Transportation Uniform Mitigation
24 Fee, Road and Bridge Benefit District, and Development Impact
25 Fee programs:

26 **MM Trans 6:** Prior to the issuance of occupancy permits for the
27 1,201st dwelling unit, or an equivalent amount of non-residential
28

1 building permits, applicant shall widen Ramona Expressway to 4
2 lanes with a median between Lakeview Avenue and the existing 4-
3 lane section of Ramona Expressway located easterly of the City of
4 Perris, OR

- 5 • The County shall have awarded a construction contract,
6 with full funding in place, for this improvement.
- 7 • The widening of this section of Ramona Expressway
8 may require construction of a bridge. The project shall
9 receive credit against the TUMF fees and RBBD fees
10 for this improvement. In the event that the cost of these
11 improvements exceeds the project's TUMF and RBBD
12 contributions for this phase, County shall make its best
13 efforts to secure additional funds from the TUMF
14 Program or other Regional funding programs
15 administered by WRCOG or RCTC to contribute the
16 additional funding, and/or identify funds collected from
17 other development in the proposed Lakeview/Nuevo
18 RBBD area to fully fund these improvements.
- 19 • In addition to the County's efforts to secure funding for
20 the road widening and bridge improvements from
21 WRCOG and RCTC, applicant will establish a
22 Community Facilities District (CFD) or other
23 acceptable funding mechanism to fully fund any
24 shortfall in the delivery of the four lane improvement.
25 The funds generated by the CFD shall be used to fund
26 the improvements and applicant shall receive
27
28

1 corresponding credits against RBBB and TUMF fees
2 that the current phase of development would generate.

3 **MM Trans 8:** Prior to the issuance of occupancy permits for the
4 2,201st dwelling unit, or an equivalent amount of non-residential
5 building permits, applicant shall widen Ramona Expressway to 4
6 through lanes with a median from Hansen Avenue easterly to 5th
7 Street, OR

- 8
- 9 • The County shall have awarded a construction contract,
10 with full funding in place, for this improvement.
- 11 • In the event that the cost of these improvements
12 exceeds the project's TUMF and RBBB contributions
13 for this phase, County shall make its best efforts to
14 secure additional funds from the TUMF Program or
15 other Regional funding programs administered by
16 WRCOG or RCTC to contribute the additional funding,
17 and/or identify funds collected from other development
18 in the proposed Lakeview/Nuevo RBBB area to fully
19 fund these improvements.
- 20 • In addition to the County's efforts to secure funding for
21 the road widening improvements from WRCOG and
22 RCTC, applicant will establish a Community Facilities
23 District (CFD) for its then current phase of
24 development. The funds generated by the CFD shall be
25 used to fund the improvements and applicant shall
26 receive corresponding credits against RBBB and
- 27
- 28

1 TUMF fees that the current phase of development
2 would generate.

3 **MM Trans 10:** Prior to the issuance of the 2,581st residential
4 occupancy permit, or building permit for an equivalent amount of
5 non-residential buildings, the applicant shall improve Nuevo Road
6 from two lanes to four lanes between Dunlap Road and Foothill
7 Avenue, OR funding for this improvement shall be assured,
8 otherwise.

9 Mitigation Measures Trans 17 discuss the projects required
10 intersection improvements to below a level of significance,
11 which shall be provided prior to the issuance of the 1,601st
12 residential occupancy permit, or the issuance of an equivalent
13 amount of non-residential building permits, or earlier if
14 determined to be necessary on the basis of village-level traffic
15 studies:

16 **MM Trans 17:** Improve the intersection of Lakeview Avenue and
17 10th Street to provide signalization and include the following
18 geometrics:

19 Northbound: One left turn lane. One shared through and
20 right turn lane.

21 Southbound: One left turn lane. One shared through and
22 right turn lane.

23 Eastbound: One left turn lane. One through lane. One
24 right turn lane.

25 Westbound: One left turn lane. One shared through and
26 right turn lane.

1 **Mitigation Measures Trans 23** requires following intersection
2 improvements, which shall be provided prior to the issuance of the
3 3,201st residential occupancy permit, or the issuance of an
4 equivalent amount of non-residential building permits, or earlier if
5 determined to be necessary on the basis of village-level traffic
6 studies:

7 **MM Trans 23:** Improve the intersection of Lakeview Avenue and
8 Nuevo Road to include the following geometrics:

9 Northbound: Not applicable.

10 Southbound: One left turn lane. One right turn lane.

11 Eastbound: One left turn lane. One through lane.

12 Westbound: One shared through and right turn lane.

13 Mitigation Measures Trans 35 through 38 require improvements to
14 the following roadways internal to the project, and shall be
15 constructed as needed for Phase I development per the following
16 geometrics and as determined on the basis of Village-level traffic
17 studies:

18 **MM Trans 35:** Participate in the phased construction of off-site
19 traffic signals through payment of traffic signal mitigation fees
20 (Riverside County Traffic Signal Systems Fee Program).

21 **MM Trans 36:** The project proponent shall be required to pay the
22 Transportation Uniform Mitigation Fee (TUMF) in accordance
23 with the fee schedule in effect at the time of issuance of a building
24 permit, pursuant to Ordinance No. 824.

25 **MM Trans 37:** Prior to the issuance of building permits for any
26 implementing project for the Project, each implementing project
27 within any phase of the Project shall be asked to pay the RBBB fee
28

1 once it has been established and adopted. In the event the RBBB is
2 not formed prior to the time when an implementing project is ready
3 to record a map or obtain a building permit (for non-residential
4 projects), the proponent of the implementing project will have the
5 option of paying an estimated RBBB fee or constructing those
6 RBBB roadway improvements identified by the Transportation
7 Department based on the Traffic Impact Study Report needed to
8 mitigate its proportional share of cumulative impacts, or as
9 approved by the Transportation Department.

10 **MM Trans 38:** Proposed project-level mitigation measures shall
11 be coordinated with the RBBB to ensure that they are in
12 conformance with the ultimate improvements planned by the
13 RBBB. The applicant shall be eligible to receive proportional
14 credits against the RBBB for construction of project level
15 mitigation included in the RBBB.

16
17 MM Trans 39 will reduce impacts to the following roadways
18 internal to the project, and shall be constructed as needed for
19 development; as determined on the basis of the Village-level traffic
20 studies:

21 **MM Trans 39:** Prior to the issuance of occupancy permits for the
22 4,001st dwelling unit, or an equivalent amount of non-residential
23 building permits:

- 24 • Applicant shall widen Ramona Expressway to 4 lanes
25 with a striped median from 5th Street to connect to the
26 existing 4 lane section west of Warren Road, Or

- The County shall have awarded a construction contract, with full funding in place, for this improvement.
- In the event that the cost of these improvements exceeds the project's TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements.
- In addition to the County's efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate.

Mitigation Measure Trans 73 requires improvements to the following roadways internal to phase two of the project, and shall be constructed as needed for development; as determined on the basis of the Village-level traffic studies:

MM Trans 73: Prior to the issuance of the 6,671st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Reservoir

1 Avenue from two lanes to four lanes between Nuevo Road and 10th
2 Street, OR funding for this improvement shall be assured,
3 otherwise.

4 Mitigation Measures Trans 80 and Trans 86, requires the following
5 intersection improvements, which shall be provided prior to the
6 issuance of the 6,801st residential occupancy permit, or the
7 issuance of an equivalent amount of non-residential building
8 permits, or earlier if determined to be necessary on the basis of
9 village-level traffic studies:

10 ***MM Trans 80:*** The City of Perris and the County of Riverside are
11 coordinating with Caltrans on the improvements at the I-215
12 interchanges ramps. The above geometrics are included in the
13 current Caltrans improvement plan for this intersection and are
14 expected to be completed by this phase. The intersection of I-215
15 NB Ramps at Ramona Expressway shall be improved to provide
16 the following geometrics:

17 Northbound: One shared left turn and through lane. One
18 right turn lane.

19 Southbound: Not applicable.

20 Eastbound: One left turn lane. Two through lanes.

21 Westbound: Two through lanes. One free flow right turn
22 lane.

23 ***MM Trans 86,*** which may be waived at the direction of the
24 County: Improve the intersection of Warren Road and Ramona
25 Expressway to include the following geometrics:

26 Northbound: Two left turn lanes. One shared through and
27 right turn lane.

1 Southbound: One shared left turn, through and right turn
2 lane.

3 Eastbound: One left turn lane. Two through lanes. One
4 right turn lane.

5 Westbound: One left turn lane. Two through lanes. One
6 right turn lane.

7 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the State CEQA
8 Guidelines (14 Cal. Code of Regs. Section 15126(d)) requires an EIR to discuss how a proposed
9 project could directly or indirectly lead to economic, population, or housing growth. A project
10 may be growth-inducing if it removes obstacles to growth, taxes community service facilities or
11 encourages other activities which cause significant environmental effects. The discussion is as
12 follows:

13 A. Economic, Population Or Housing Growth

14 The proposed project will develop a total of 11,150 dwelling units including 500
15 affordable housing units, including 250 senior housing units, and 500,000 square
16 feet of mixed-use commercial which represents the contribution of approximately
17 34,000 residents and approximately 1,000 jobs to the project area.

18 B. Removal Of An Impediment To Growth

19 The proposed project could potentially influence continued development within
20 adjacent properties by providing or extending roadways, water and sewer service,
21 utility and energy services to the immediate area. Although additional
22 improvements are required to extend these services through the project site and to
23 provide sewer service, these facilities have been planned by, and included and
24 evaluated as part of local agency service plans. Moreover, the area surrounding
25 the project site is already served by water and sewer, and while the project will
26 require extension to the project site, it completes a system, as opposed to creating
27 a new extension to open up additional areas. Although the project could influence
28

1 growth in the immediate area, growth is already occurring or planned for within
2 the area. Therefore, the Project will not induce growth through the removal of
3 impediments to growth.

4 C. Precedent-setting Effects

5 There are several precedent-setting effects of the proposed project in that the
6 project was not anticipated with the County's General Plan. In 2006, it was given
7 preliminary "permission to proceed" by the Riverside County Board of
8 Supervisors for its extraordinary benefits it was bringing to the County for
9 regional transportation improvements and the MSHCP. Additionally, the County
10 Planning Department is using several administrative elements of The Villages of
11 Lakeview, such as the Village Refinement Plan, as tools for other large-scale
12 developments.

13 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has considered the
14 following alternatives identified in EIR No. 471 in light of the environmental impacts which
15 cannot be avoided or substantially lessened, makes the following findings regarding each of the
16 alternatives, and has rejected those alternatives as infeasible for the reasons hereinafter stated:

17 A. Alternative 1: No Project/No Development Alternative

- 18 1. The No Project/No Development Alternative would result in no
19 changes to the existing land uses, and the hypothetical continued
20 use of the site with existing uses which are currently single-family
21 residences, a thoroughbred farm, a chicken ranch, field crops, and
22 other agricultural operations, with limited infrastructure.
- 23 2. The No Project/No Development Alternative would maintain
24 existing zoning classifications and environmental conditions.
- 25 3. The No Project/No Development Alternative would eliminate the
26 unavoidable adverse impacts of the project, including aesthetic,
27 agricultural resources, air quality, cultural, noise, and utilities
28

1 impacts associated with development of the project; however, the
2 No Project Alternative would only partially eliminate biological
3 impacts associated with the project as disturbance of areas in
4 connection with agricultural activities would occur, and the
5 conservation and protection of almost 1,000 acres as open
6 space/conservation areas would not occur.

7 4. Because the No Project/No Development Alternative would
8 eliminate or reduce the above-referenced environmental impacts
9 and the remaining impacts would be generally less than the
10 Proposed Project, even when mitigated to less than significant by
11 the recommended mitigation measures, it is considered to be an
12 environmentally superior alternative.

13 5. The No Project/No Development Alternative would not generate
14 additional protection for biological resources through the reduction
15 of agricultural uses on the project site.

16 6. The No Project/No Development Alternative would not result in
17 the reduction of hazardous materials used for agricultural activities
18 in the project site.

19 7. The No Project/No Development Alternative would allow for the
20 continued contamination of the surface waters and ground waters
21 of the existing agricultural uses.

22 8. The No Project/No Development Alternative would not provide
23 any commercial within the project site and would therefore be
24 worse for the local jobs / housing balance.

25 9. The No Project/No Development Alternative would not provide
26 development impact fees and key roadway improvements to the
27 County for regional infrastructure.
28

10. The No Project/No Development Alternative would not address any of the County regional housing needs that are provided by the proposed Project.
11. The No Project/No Development Alternative would not meet any of the project objectives.
12. It is infeasible to maintain the project site in agricultural use over the long-term given its location within a developing area, and it is impractical and infeasible to assume that no development would occur. Therefore, the No Project/No Development Alternative may postpone rather than preclude the use of the property for more intensive land uses and may result in the ultimate, albeit later development of the property in a haphazard, piecemeal fashion.
13. For these reasons, the County finds that although Alternative 1 would avoid many of the significant effects of the proposed project, it does not meet the project objectives or provide the benefits (open space conservation, infrastructure improvements, addressing need for additional jobs and housing in the County) of the project, is infeasible because from a policy standpoint it does not further the goals of the County as set forth in the RCIP General Plan, and may in the long term be infeasible in terms of maintaining the status quo given the existing County land use designations and the assumption upon which this alternative is based that no development would occur on the project site, and therefore rejects Alternative 1.

B. Alternative 2: No Project/Existing Plans and Entitlements Alternative

1. The No Project/Existing Plans and Entitlements Alternative assumes that the project site would be developed in accordance

1 with the existing General Plan land use designations, and existing
2 entitlements on site. This alternative assumes development of
3 agricultural, commercial, industrial, and residential uses pursuant
4 to the current County General Plan. Approximately 802 acres of
5 the project site is designated with a "Community Development
6 Overlay" and this alternative assumes that those areas would be
7 developed consistent with the General Plan. In addition, with
8 respect to existing entitlements, this alternative assumes that the
9 Lakeview Mountains where existing legal lots exist today could be
10 developed with 27 residences in addition to 826 acres of
11 agricultural uses, a chicken ranch, 436 residences for a total of
12 1,274 residences throughout the project site, and approximately
13 239,581 square feet of commercial / industrial business. Because
14 the level of development contemplated under this alternative
15 would not provide for comprehensive planning, this alternative
16 assumes that regional infrastructure improvements, such as water
17 quality, drainage, transportation, and sewer would not occur.

18 2. The No Project/Existing Plans and Entitlements Alternative would
19 reduce impacts to agricultural resources, short-term air quality,
20 land use/planning, libraries, population / housing, and some utility
21 services.

22 3. The No Project/Existing Plans and Entitlements Alternative would
23 have the same or similar impacts as the proposed project to with
24 respect to geology and noise from operational uses.

25 4. The No Project/Existing Plans and Entitlements Alternative would
26 have greater aesthetic, long-term air quality, biological resources,
27
28

1 cultural resources, hazard, hydrology/water quality,
2 transportation/traffic, recreation, and utilities (sewer) impacts.

3 5. The No Project/Existing Plans and Entitlements Alternative would
4 not be environmentally superior to the proposed project due to the
5 creation of new or additional significant impacts as compared to
6 the project and the lack of regional planning programs for
7 resources such as biology, water quality, drainage and
8 transportation that would be provided by the project.

9 6. The No Project/Existing Plans and Entitlements Alternative would
10 not meet the basic project objectives including the consolidation of
11 over 900 acres of conservation /open space; protection of the
12 Lakeview Mountains; and provision of comprehensive planning
13 through implementation of a specific plan and its design standards.

14 7. The No Project/Existing Plans and Entitlements Alternative would
15 not meet key project objectives such as protection of open space,
16 including the Lakeview Mountains, providing compact building
17 design and providing a range of housing opportunities and choices.
18 Although this Alternative avoids or reduces some of the
19 unavoidable impacts of the project, it would result in additional
20 impacts, and would not provide the regional benefits that would be
21 provided by the project, such as regional drainage, transportation,
22 open space and recreational improvements as compared to the
23 project.

24 8. For these reasons, the County finds that Alternative 2 while
25 feasible, does not meet key project objectives, is not
26 environmentally superior to the project, would result in additional
27 environmental impacts, would not provide the regional programs,
28

1 infrastructure improvements and benefits of the project, and
2 therefore from a policy standpoint of achieving regional benefits
3 such as achieving open space protection and providing for
4 comprehensive planning through a specific plan, rejects
5 Alternative 2.

6 C. Alternative 3: No Development north of Ramona Expressway Alternative

- 7 1. The No Development north of Ramona Expressway Alternative
8 would concentrate all proposed uses and south of Ramona
9 Expressway. All 11,150 dwelling units, all schools, parks, and
10 commercial areas would be located south of Ramona Expressway.
- 11 2. The No Development north of Ramona Expressway Alternative
12 would reduce impacts to agricultural resources, and some
13 paleontological resources due to the elimination of development
14 north of Ramona Expressway. Alternative 3 provides a 57 percent
15 reduction in impacted Prime Farmland as compared to the
16 proposed project.
- 17 3. Alternative 3 would eliminate residences north of Ramona
18 Expressway which would incrementally improve health risks to
19 future residents by removing those residences from proximity to
20 vehicular emissions from Ramona Parkway and would also
21 remove human habitation from proximity to the San Jacinto
22 Wildlife Area.
- 23 4. The No Development north of Ramona Expressway Alternative
24 would have the same or similar degree of impacts as the proposed
25 project with respect to aesthetics, air quality, cultural resources
26 south of Ramona Expressway, land use / planning, population /
27 housing, and utility services impacts associated with the project.
28

1 5. The No Development north of Ramona Expressway Alternative
2 would have a greater impact upon biological and archaeological
3 resources, since those resources north of Ramona Expressway
4 would not be preserved, as they would be impacted, either directly
5 or indirectly, from agricultural activities. The designation of 29
6 acres of permanent conservation acres north of Ramona
7 Expressway proposed by the project would not occur under this
8 Alternative 3, and therefore impacts to this area could occur due to
9 continuing agricultural operations north of Ramona. Those
10 cultural resources that would be protected by protection of the 29
11 acre conservation area proposed by the project would not be
12 similarly protected from potential impacts under this Alternative.
13 Additionally, the No Development north of Ramona Expressway
14 Alternative would have a greater impact from hazards and
15 hydrology, since the agricultural activities north of Ramona
16 Expressway would still be in use, and runoff from agricultural
17 activities would not be controlled in the manner proposed by the
18 project and could result in contamination of surface water and the
19 groundwater basin. Noise and transportation/traffic impacts would
20 be greater as well, since those impacts would be concentrated
21 closer to the existing rural community.

22 6. The No Development north of Ramona Expressway Alternative
23 would meet the basic goals and objectives of the project, with the
24 exception of some conservation of sensitive species located north
25 of Ramona Expressway.

26 7. Although the No Development north of Ramona Expressway
27 Alternative would reduce the above-referenced environmental
28

1 impacts, it is not considered to be environmentally superior to the
2 project as it cannot reduce to less than significant impacts to
3 agricultural resources and would result in some additional
4 significant impacts that the project mitigates or avoids (protection
5 of sensitive species and cultural resources and additional open
6 space by conservation of 29 acres north of Ramona Expressway).

7 8. No Development north of Ramona Expressway Alternative would
8 have the same amount of development within the project, but
9 concentrated in certain areas, and therefore, it is considered to be
10 economically feasible.

11 9. The County finds that Alternative 3 could attain a majority of the
12 project objectives and is feasible, and while it substantially reduces
13 the project's impact to agricultural resources by providing for the
14 continuation of agricultural operations north of Ramona
15 Expressway, it creates additional impacts to biological and cultural
16 resources and does not eliminate entirely the project's unavoidable
17 impacts to agricultural resources. While it also removes the
18 proximity of some residences to the San Jacinto Wildlife Area, the
19 Project's impacts to the San Jacinto Wildlife Area are reduced to
20 less than significant, and this Alternative would still bring in new
21 residents overall to the Lakeview/Nuevo area that would continue
22 to have indirect impacts on the San Jacinto Wildlife Area;
23 therefore this impact would not be substantially reduced or
24 avoided. On balance, the County finds that while some impacts
25 are reduced by this Alternative, other impacts, such as cultural
26 resources and biological resources, could be greater than the
27 proposed Project, and therefore, on balance the benefits of
28

1 additional conservation and open space protection north of
2 Ramona provided by the project do not warrant adoption of this
3 alternative in favor of the proposed project.

4 D. Alternative 4: Reduced Density Alternative

- 5 1. The Reduced Density Alternative would reduce the total number
6 of residential dwelling units by proposing single-family residential
7 lots over the project site. This alternative includes 7,200 square-
8 foot lots over the majority of the site, except MWD properties, the
9 area the General Plan designates as "Conservation", the 100-year
10 flood plain, and the 27 larger lots which exist now in the Rural
11 Mountainous area of the Lakeview Mountains.
- 12 2. The Reduced Density Alternative would reduce impacts to long-
13 term air quality, traffic, noise, and utility services.
- 14 3. The Reduced Density Alternative would have the same or similar
15 degree of impacts as the proposed project with respect to
16 agricultural resources, short-term air quality (as the entire site is
17 assumed to be graded for development); hazards; land
18 use/planning; and noise impacts associated with the project.
- 19 4. The Reduced Density Alternative would have a greater impact
20 upon aesthetics due to the lack of comprehensive design standards,
21 and allowing development in the Lakeview Mountains viewshed;
22 agricultural resources (in the sense that no community garden
23 would be provided); biological, resources in that the Lakeview
24 Mountains and other conservation areas would not be protected;
25 cultural resources; hydrology/water quality due to the lack of
26 regionally-planned infrastructure to address runoff and
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28

1 contamination; and population/housing (the job/housing balance
2 would be worse).

3 5. The Reduced Density Alternative would not meet the basic goals
4 and objectives of the project, including consolidation of over 900
5 acres of open space and conservation areas consistent with the
6 MSHCP; comprehensive planning and design through
7 implementation of a specific plan; providing a mix of land uses
8 developed with compact building design and promoting
9 walkability.

10 6. Although the Reduced Density Alternative would reduce the
11 above-referenced environmental impacts, it is not considered to be
12 environmentally superior as compared with the proposed project in
13 that it would provide for development of the project site, including
14 areas that are set aside and protected by the project, such as the
15 Lakeview Mountains, in the typical suburban/sprawl development
16 pattern which does not promote compact building design or
17 walkability. Moreover, while certain impacts are reduced, very
18 few of the impacts can be avoided entirely and other impacts that
19 the project avoids or mitigates, such as aesthetics (protection of the
20 Lakeview Mountains viewshed), reduction in greenhouse gas, and
21 protection of biological and cultural resources in the Lakeview
22 Mountains would be increased with implementation of this
23 alternative. Because none of the impacts would be avoided in their
24 entirety, and because this alternative would not meet many of the
25 basic project objectives, and would not provide the benefits that
26 the project provides, such as comprehensive planning and open
27 space protection, on balance the benefits provided by the proposed
28

1 project do not warrant adoption of this alternative in favor of the
2 proposed project.

3 E. Alternative 5: Light Industrial/Reduced Density Alternative

4 1. The Light Industrial / Reduced Density Alternative would
5 encompass the same development footprint as the proposed project
6 but would reduce the number of residences and increase the
7 commercial square footage to address the project's jobs/housing
8 balance. The alternative proposes 6,500 residential dwelling units
9 of densities ranging from 2-5 du/ac to 14-20 du/ac, and 3,200,000
10 square feet of commercial/office/light industrial uses located on
11 approximately 192 acres north of Ramona Expressway.
12 Alternative 5 also proposes 969 acres of conservation in the
13 Lakeview Mountains and 29 acres of conservation in the
14 floodplain. Approximately 166.5 acres in the eastern portion of
15 the project site would be used for agricultural and would provide
16 separation between the City of San Jacinto and the project site.

17 2. The Light Industrial/Reduced Density Alternative would reduce
18 impacts to agricultural resources, long-term air quality, land
19 use/planning (retaining agriculture on the eastern portion of the
20 project site and the northern edge north of Ramona Expressway),
21 noise, jobs/housing balance, transportation/traffic, and utilities
22 (water and sewer) associated with the project.

23 3. The Light Industrial / Reduced Density Alternative would have the
24 same or similar degree of impacts as the proposed project with
25 respect to aesthetics (with regards to the Lakeview Mountains and
26 the loss of open land to urban use), short-term air quality impacts,
27 biological resources, cultural resources, short-term noise impacts,
28

1 fee-based local parks, and utilities (electric and gas) associated
2 with the project.

3 4. The Light Industrial/Reduced Density Alternative would have a
4 greater impact upon aesthetics (with regards to the taller buildings
5 north of Ramona Expressway), long-term air quality, including
6 increased toxic air contaminants due to additional truck traffic,
7 hazards, hydrology and water quality (due to continued untreated
8 agricultural runoff), land use/planning (the area north of Ramona
9 Expressway would be inconsistent with the General Plan)
10 recreation (with regards to regional facilities), transportation/traffic
11 (with regards to key roadway improvements), and utilities (solid
12 waste) impacts associated with the project.

13 5. The Light Industrial/Reduced Density Alternative would meet
14 project objectives associated with conservation and the
15 development of residential uses, but would be inconsistent with the
16 basic goals and objectives of the project in that the development of
17 an office/light industrial complex was not an objective of the
18 proposed project.

19 6. From an environmental perspective, on balance the Light
20 Industrial/Reduced Density Alternative would reduce only one
21 unavoidable significant impact of the project (the LOS of Ramona
22 Expressway between Bernasconi Road and Reservoir Avenue) and
23 would reduce, but not avoid or reduce to less than significant,
24 other unavoidable adverse impacts of the project such as the loss
25 of agricultural resources, air quality, noise and cultural resources.
26 Alternative 5 would also result in additional impacts that are
27 mitigated by the project, such as aesthetic impacts of views of the
28

1 Bernasconi Hills, water quality and biological resource impacts
2 resulting from untreated agricultural runoff, increased truck traffic
3 and toxic air contaminants, and fewer regional recreational and
4 public service (library) facilities.

5 7. The feasibility of the Light Industrial/Reduced Density Alternative
6 depends on the demand for light industrial-zoned land in this
7 particular area. Currently, demand for light industrial uses are
8 being met by the development of industrial uses along the I-215
9 and SR-60, as well as the I-10 in the Banning/Beaumont area. In
10 order for light industrial development to be feasible, Ramona
11 Expressway would have to be improved to a freeway to
12 accommodate greater truck traffic, SR 79 would have to be
13 improved to a freeway to connect Ramona Expressway to I-10,
14 and the existing and planned industrial areas along the three
15 freeway corridors mentioned above would have to be absorbed by
16 market demand before industrial uses proceed to the
17 Lakeview/Nuevo area. At current projections, it is not anticipated
18 that those three items would occur for decades. Therefore, this
19 alternative is considered to be infeasible in terms of not being
20 capable of being accomplished in a successful manner within a
21 reasonable period of time.

22 8. The County finds that while Alternative 5 meets many of the
23 project objectives, and would reduce only one unavoidable adverse
24 impact of the project. It would on balance be similar in terms of
25 environmental impacts of the project in that it would reduce some
26 impacts, but create additional impacts. The fact that given current
27 market conditions with existing and entitled industrial areas
28

1 already available for development, the need to locate industrial
2 development along major transportation corridors, and the current
3 physical limitations of the site (not being adjacent to an existing
4 freeway), this alternative is not feasible from a land use
5 development perspective in that there is no indication that it can be
6 successfully accomplished within a reasonable period of time, as
7 compared to the proposed project.

8 E. Alternative 6: Low Carbon Alternative

- 9 1. The Low Carbon Alternative, described in the Annotated Draft
10 EIR at page 8.0-58, consists of the proposed project, but considers
11 incorporation of additional measures and project design
12 considerations that have been included in a list of measures
13 suggested by the California Attorney General to reduce
14 greenhouse gas (GHG). The additional measures to address GHG
15 are: installation of vegetated roof that covers at least 50% of the
16 roof area on commercial buildings; provision of electric lawn
17 mowers to the first homeowner of each residence; and inclusion of
18 an electric vehicle charging station at the public community center
19 and/or commercial center.
- 20 2. The Low Carbon Alternative would generally have the same or
21 similar impacts as the proposed project, with the exception of
22 cumulative climate change which would be less than the project in
23 that this alternative is designed to reduce the “carbon footprint” of
24 the proposed project by reducing GHG emissions.
- 25 3. The Low Carbon Alternative would, however, have the effect of
26 potentially increasing electricity use by shifting and encouraging
27 use of electric-powered lawn care machines, and by encouraging
28

1 the use of more water to maintain the vegetated roofs which would
2 require increased pumping of water from imported sources. As a
3 result of these two features, the project's electricity usage and
4 water usage could be greater than the proposed project.

5 4. Alternative 6 would substantially meet all of the project objectives
6 as it generally does not change the proposed project except to
7 incorporate several measures to further reduce GHG emissions.

8 5. The Low Carbon Alternative would lessen, but not avoid or even
9 substantially result in a reduction to less than significant, of one
10 unavoidable project impact: cumulative impacts to climate
11 change. The extent of the reduction, however, has not been
12 quantified, but although the measures incorporated into Alternative
13 6 would lessen GHG emissions, as noted in the analysis of
14 Alternative 6, two of the measures could result in the increase in
15 energy consumption as it relates to electricity as these measures
16 would result in a shift towards electric-powered lawn equipment;
17 electric vehicles; and additional water for the vegetated roofs
18 which may require additional electricity to power pumps to
19 provide water.

20 6. Similar to the proposed project, Alternative 6 is projected to
21 reduce its GHG emissions by more than 28.3% below "business as
22 usual;" however, as with the proposed project, adoption and
23 implementation of measures to achieve the goals set by AB 32 are
24 within the responsibility and control of other public agencies, and
25 not the project alone. As a result, so long as any additional GHG
26 emissions are produced by a project, the County must find that the
27 project's GHG emissions are cumulatively considerable and
28

1 significant based upon the need for third party agency regulatory
2 action. In this regard, the findings of the County with respect to
3 Alternative 6 are the same as for the proposed project.

4 F. Alternative Site.

- 5 1. In addition to the Alternatives considered in the Draft EIR and the
6 Annotated Draft EIR, a number of potential alternatives were
7 considered, but rejected from more detailed analysis and
8 consideration in the Draft EIR. Development of the project on
9 alternative sites was considered but rejected for the reasons set
10 forth in the Draft EIR at pages 8.0-9 to 8.0-10.
- 11 2. One of the alternative sites considered but rejected was on land
12 located south and west of the Villages of San Jacinto and Gateway
13 projects in the City of San Jacinto. The existing condition of this
14 land is agricultural with existing dairies and scattered commercial
15 and residential uses.
- 16 3. Development of the proposed project on this alternative site would
17 not reduce the significant, unavoidable impacts of the proposed
18 project. Many potentially significant adverse impacts of the
19 project would still occur under this alternative. Conversion of
20 agricultural resources would still result from development on this
21 alternative site, and would be similar to or perhaps even greater
22 than the proposed project. Potential traffic, air quality and noise
23 impacts would be similar to the proposed project.
- 24 4. Although this alternative site would locate development further
25 from the San Jacinto Wildlife Area, the project's impacts on the
26 Wildlife Area has been reduced to less than significant through
27 mitigation, and indirect biological impacts would still remain even
28

1 under this alternative because development of the project on this
2 alternative site would still result in a large influx of people into the
3 area, thereby indirectly impacting the biological resources of the
4 area.

5 5. In addition, the availability of acquiring the land for development
6 has not been determined to be feasible, and so the ability to
7 implement this alternative is of questionable feasibility as it could
8 not be implemented or accomplished in a successful manner within
9 a reasonable period of time. Moreover, development in the City of
10 San Jacinto would not achieve the County's vision of seeing
11 comprehensive planned development consistent with the goals and
12 objectives of the RCIP General Plan occur within the County.
13 From a policy standpoint, development in another jurisdiction,
14 would not achieve the County's goals and would not provide the
15 County with the same benefits as the proposed project.

16 6. The evaluation of other alternative sites was set forth in the Draft
17 EIR at Section 8.0. Because an objective of the Project was to
18 build in this area of Riverside County, the County considered
19 alternative sites within the unincorporated County areas within the
20 Lakeview Nuevo Area Plan and adjacent to the cities of San
21 Jacinto and Perris. No sites large enough for this Project were
22 identified. Comments have suggested that the County should have
23 considered development of the proposed Project closer to
24 developed, urban areas such as the cities of Moreno Valley,
25 Corona or Riverside; however, as an objective of the Project was
26 to develop in accordance with the County's General Plan,
27 development within these incorporated cities would not
28

1 accomplish an objective of the Project and would be infeasible as
2 the County does not have land use authority of land within any of
3 these cities. In addition, development on unincorporated areas
4 adjacent to these three cities would not accomplish the objective of
5 providing for a comprehensive land development proposal in this
6 area of the County and therefore was not further examined or
7 considered.
8

9 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has balanced the
10 specific economic, legal, social, technological and other benefits of the proposed project,
11 including Specific Plan No. 342, against the unavoidable adverse environmental effects
12 identified in EIR No. 471, and has determined that the following benefits and considerations
13 outweigh and render acceptable those adverse environmental effects of the project, each of which
14 standing alone is sufficient to support approval of the Project, and explains that the unavoidable
15 environmental effects are considered acceptable, in accordance with CEQA Section 21081(b),
16 and **ADOPTS THE FOLLOWING STATEMENT OF OVERRIDING**
17 **CONSIDERATIONS:**

18 1. *Accommodation of a Greater Share of the Ramona Expressway Alignment*
19 *within The Villages Of Lakeview Which Expedites Right-of-Way Acquisition and Saves*
20 *County Acquisition Costs.* The Ramona Expressway (Ramona) is currently a two-lane road that
21 traverses The Villages Of Lakeview project site. The County plans to widen and improve the
22 Ramona Expressway. Generally, the current Ramona right-of-way is 142 feet ("Existing ROW").
23 The County intends to widen Ramona to an ultimate right-of-way of 220-feet – requiring an
24 additional 78 feet of right-of-way. The Villages Of Lakeview provides a benefit to the County
25 by designing the project such that it accommodates a greater portion of the Ramona Expressway
26 right-of-way within the project site. Through a traditional road widening process, the widening
27 would straddle the centerline of the road and would require the acquisition of land both north and
28

1 south of the current two-lane roadway, meaning 39 feet from the north side and 39 feet from the
2 south ("Traditional ROW"). In order to expedite the widening of Ramona, The Villages Of
3 Lakeview has been designed to accommodate more than the Traditional ROW on its property.
4 Most of the additional 78-feet of right-of-way will be located within the project site and provided
5 by The Villages Of Lakeview . In other words, through the Traditional ROW process, The
6 Villages Of Lakeview would provide its 39 feet half-width (approximately 18.7 acres). Since
7 The Villages Of Lakeview is allowing most of the 78 feet to fall within its property, The Villages
8 Of Lakeview is providing another 13.0 additional acres.

9 The County and public will benefit by The Villages Of Lakeview's willingness to
10 accommodate the alignment of Ramona and providing The Villages Of Lakeview property for
11 the needed right-of-way expansion because: (1) the accommodation reduces the number
12 of parcels potentially affected by the acquisition of right-of-way by the County (and/or the
13 Riverside County Transportation Commission) and saves the County time and money that would
14 otherwise be used for the acquisition of right-of-way from the potentially affected parcels; (2) the
15 relocation of this segment of Ramona onto The Villages Of Lakeview property allows existing
16 businesses (farms, dairies, restaurant, downtown Lakeview, etc.) to remain in place
17 and eliminates the need to acquire right-of-way from these properties; and (3) if any land cannot
18 be acquired by mutual agreement, the County would have to initiate condemnation proceedings
19 which could delay the widening of Ramona and is avoided by The Villages Of Lakeview
20 accommodation.

21 The Villages Of Lakeview's accommodation of the widening of Ramona on its property
22 also provides the following additional benefits associated with the preservation of existing
23 roadways as future frontage roads, as follows:

- 24 • It allows two existing roads to remain in place as frontage roads so they can
25 continue to be used for local circulation. Keeping local circulation functioning is
26 critical to the success of Mid-County Parkway if and when it begins to reduce the
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1 number of access points to Ramona. Retaining the frontage roads also minimizes
2 impacts to existing downtown Lakeview businesses.

- 3 • It allows the existing two-lane roadway to be preserved in place and incorporated
4 into the widened Ramona which results in a cost-savings because it minimizes the
5 amount of new roadway that would have to be constructed for Ramona and the
6 amount of roadway redesign that might be required if and when the Mid-County
7 Parkway is constructed.

8 2. *Financial Savings Attributable to Accommodation of the Ramona Expressway.*

9 The County (and/or RCTC) will realize substantial cost savings attributable to design and
10 construction costs of the widening of Ramona Expressway because the project has been designed
11 to accommodate the alignment of the Ramona Expressway within the project footprint. This cost
12 savings is due to the fact that incorporating the Ramona Expressway right-of-way within the
13 project site allows the County to preserve the existing two lanes of Ramona which avoids the
14 costs of having to re-construct these lanes.

15 3. *The Villages Of Lakeview's Accommodation of the Ramona Expressway on the*
16 *Project Site Minimizes Costs for Mid-County Parkway Construction.* The project's early
17 design work and consultation with the County and RCTC regarding the County's proposed
18 improvements to Ramona Expressway – and incorporation of the alignment, configuration and
19 design of the Ramona Expressway into The Villages Of Lakeview's project footprint – will
20 provide cost-savings for RCTC when it implements the Mid-County Parkway as it will minimize
21 the number of facilities (e.g., roads) that will have to be demolished or replaced in its entirety by
22 the Mid-County Parkway project.

23 4. *Accommodation of Right-of-Way Acreage for Grade Separations.* In the event
24 grade separations are needed, the project has been designed to accommodate the rights-of way
25 for the grade separations as part of the Ramona Expressway improvements. The rights-of-way
26 for the grade separations requires approximately 25 acres.

1 5. ***Formation and Participation in Regional Transportation Funding to Augment***
2 ***TUMF.*** The Villages Of Lakeview has coordinated a regional planning effort to help facilitate
3 creation of a Road and Bridge Benefit District to fund needed regional transportation
4 improvements. In so doing, The Villages Of Lakeview contributed seed money to initiate the
5 planning effort (e.g., traffic studies) that the County used in its analysis that will lead to the
6 creation of the RBBD. The early funding of this effort provides a benefit to the public by
7 creating a mechanism to help fund needed circulation improvements.

8 6. ***Conservation of Open Space Consistent with MSHCP Implementation.*** The
9 Villages Of Lakeview has been designed to avoid, conserve and dedicate a total of 968 acres of
10 habitat areas which results in the preservation of at least 90% of the on-site sensitive biological
11 resources deemed to have long-term conservation value such as vernal pools, wetlands, and LA
12 pocket mouse habitat. Over 900 acres of this conserved habitat area is a consolidated block of
13 open space that is located in the Lakeview Mountains. The conservation of this area in a
14 consolidated block could not have occurred but for the acquisition and conservation of this open
15 space by The Villages Of Lakeview. Without The Villages Of Lakeview conservation
16 component, the County would have had to acquire these areas in a piecemeal fashion as
17 development is proposed, meaning legal lots exist in the Lakeview Mountains, which could have
18 resulted in greater fragmentation of open space and the inability to acquire a consolidated area
19 that greatly enhances habitat productivity and allows for better and more efficient management
20 of the area.

21 7. ***Provide a 1,500'-wide Wildlife Corridor.*** The MSHCP designates a portion of
22 Proposed Constrained Linkage 20 within The Villages Of Lakeview property to link the
23 Lakeview Mountains with the San Jacinto Wildlife Area north of Ramona Expressway. The
24 County conditioned the project to provide a 1,000-foot wide wildlife corridor. In order to
25 enhance the use of this corridor to promote linkage and wildlife movement, the project will
26 dedicate an additional 500 feet of width (approximately 3 acres) and incorporates the design of a
27 1,500-foot wide wildlife corridor into the project land use plan.
28

1 8. ***Provide a Significant Buffer to the San Jacinto Wildlife Area.*** The project has
2 been designed to provide a 500-foot greenbelt buffer between homes and the San Jacinto
3 Wildlife Area managed by the Department of Fish and Game. This area comprises 145 acres of
4 the project site. This area will be developed with passive recreational uses, natural open space
5 and water quality and drainage facilities which provides a separation between areas of
6 development and the Wildlife Area to allow for compatibility with the continued operations of
7 the Wildlife Area. The Wildlife Area is managed for recreational uses as well as wildlife and
8 habitat protection. Although the Department manages entry to the Wildlife Area, because of its
9 size, unauthorized access has occurred. The buffer will assist the Department of Fish and
10 Game's management efforts by discouraging unauthorized access (pedestrian, domestic animal,
11 and vehicular) into the Wildlife Area.

12 9. ***Provide a Variety of Housing Opportunities within the County Consistent with***
13 ***the RCIP Vision Statement.*** Despite and in part due to the current economic conditions, housing
14 remains a critical issue in the State and region. The population of Riverside County is still
15 expected to increase and double by the year 2020 and providing a range of housing opportunities
16 for households with a variety of income levels to address the needs of new residents in areas that
17 are (1) close to transportation corridors; (2) close to schools and community facilities; (3) close
18 to employment opportunities; (4) close to retail and commercial uses and consistent with the
19 following provisions of the RCIP Vision Statement:

- 20 • The idea that growth should not be forestalled but accommodated with quality
21 development; and
- 22 • That population growth is inevitable and therefore should be focused where it can
23 best be accommodated.

24 The range of housing opportunities that will be provided by the project within the various
25 villages that comprise The Villages of Lakeview project will help the County accomplish these
26 goals of its Vision Statement. The project is designed to allow County residents to "age in
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1 place” by providing a variety of housing opportunities and amenities within one community to
2 serve all ages of the resident population.

3 Elements of the project that create “communities of excellence” as contemplated in the
4 RCIP Vision Statement include project design elements that encourage less automobile use and
5 promote walkability. In that regard, the project includes: 1) a transit center, which is a park-and-
6 ride lot with a bus stop opportunity that could connect to train stations along the new Perris
7 Valley Line (Metrolink extension to Perris); 2) a community vehicle provided by the
8 Homeowners’ Association (“HOA”) for resident transport; 3) priority parking for High
9 Occupancy Vehicles and Rideshare vehicles as well as bicycle parking; and 4) an outreach
10 program to aimed at informing residents about opportunities to walk, hike, bike, carpool and use
11 public transportation. In an effort to provide and promote a walkable community, The Villages
12 of Lakeview land plan contains a 32-mile network of bicycle lanes, trails and paseos that create a
13 walkable community. To promote a walkable community, the project will plant as many as
14 50,000 trees, many of which will provide shade along the 32-mile network. Many of these trees
15 will be grown locally at the proposed onsite tree farm. Many of these trees will be established
16 through the “Tree at Closing” initiative, where each new homeowner will be provided a tree by
17 Nuevo Development Corporation at closing.

18 10. *Design an Energy Efficient Community that Promote “Green Building”*
19 *Components.* In addition to its emphasis on a mix of uses and housing opportunities, The
20 Villages of Lakeview is designed as a sustainable and green community that provides the
21 benefits of promoting energy efficiency and resource conservation that will combine to reduce
22 the project’s greenhouse gas emissions relative to a “Business As Usual” scenario, as follows:

- 23 • *Compact Building Design.* Because of the planning opportunity it presents, the
24 project will create a new sustainable community utilizing Compact Building
25 Design. Compact Building Design will ensure The Villages of Lakeview can
26 make significant contributions to County transportation efforts and conservation
27 efforts (Multiple Species Habitat Conservation Plan).

- 1 • ***Establishment of a “Green Design” Initiative in the County.*** The Villages of
2 Lakeview includes a component referred to as, “Lakeview Green Design.”
3 Beyond reducing the project’s own greenhouse gas emissions and carbon
4 footprint, this project element provides benefits by educating not only the project
5 residents, but surrounding residents in the community about sustainability and
6 resource conservation programs and measures that could be implemented in their
7 own homes and communities, and provides programs that could be developed
8 elsewhere throughout the County to help reduce greenhouse gas emissions.
- 9 • ***Use Water Efficiently.*** The project proposed a few elements that not only
10 inherently use water efficiently, but also encourage homeowners to use water
11 efficiently. A demonstration garden will be constructed to educate the community
12 on drought-tolerant, California-appropriate trees, shrubs, grasses and irrigation
13 techniques. To minimize runoff and evaporation and maximize water to the root,
14 smart irrigation systems (satellite systems or computerized systems that employ
15 moisture, rain and temperature gauges), drip irrigation systems, mulch, and plant
16 techniques (e.g., grouping plants of similar water use to reduce over-watering)
17 will be utilized. Where professional management is available, such as an HOA,
18 recycled water will be used in residential front yards and backyards. On
19 conventional single-family detached lots, the design standards in The Villages of
20 Lakeview Specific Plan require that turf will be limited to 33% of the landscape
21 area in an effort to reduce potable water demand.
- 22 • ***Use Energy Efficiently.*** The Villages of Lakeview has a number of development
23 standards designed to use energy efficiently. There is a requirement for
24 residential and public buildings to exceed the 2007 California Energy Code Title
25 24 by 35%. There is a requirement to install Energy Star-rated appliances if
26 offered by the homebuilders. Public buildings are required to be installed with
27 solar panels or other renewable energy generating technology. Homebuilders are
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1 also required to offer solar panels or other renewable energy generating
2 technology as part of an option program. Street lights will use energy-efficient
3 lighting. Even landscaping will be encouraged as a tool to reduce energy
4 consumption, such as placing deciduous trees in front of a south-facing wall to
5 naturally cool the house during the summer and allow sunlight in during the
6 winter.

7 11. ***Provide Affordable Housing Opportunities.*** Even though the County does not
8 have an affordable housing requirement, the project will provide affordable housing units for
9 very low (earning 50% of less of the County median income), low (earning 80% or less than the
10 County median income) and moderate (earning 120% or less of the County median income)
11 income levels. A portion of the affordable units will be age-restricted (over 55) for seniors.

12 12. ***Implementation of Drainage Improvements to Remove Existing Development***
13 ***from Flooding.*** TVOL will implement a portion of the Lakeview-Nuevo Area Drainage Plan
14 (Amendment No. 4 adopted April 6, 1993). Under existing conditions, the Lakeview Dam is not
15 connected to the Nuevo Channel. Consequently after a storm event, when storm water leaves the
16 dam, property downstream of the dam floods, including many existing homes and portions of
17 TVOL. TVOL will construct a pipe between the dam and the channel, thus removing the
18 property downstream of the dam from flooding including many existing homes.

19 13. ***Construction of Water Quality Improvements that Treat Off-site Runoff Prior***
20 ***to Entering the San Jacinto River.*** TVOL proposes to construct a water quality basin in the
21 northwest portion of TVOL project site that will capture and treat runoff from on-site generated
22 runoff before the runoff is discharged into downstream receiving water bodies. The water
23 quality basin will also capture runoff generated in both developed and undeveloped off-site
24 upstream areas that are tributary to the basin. The water quality basin has been sized to
25 accommodate these off-site upstream areas. This offsite runoff is currently untreated and flows
26 directly into storm drains or the San Jacinto River. With implementation of the project, existing
27 off-site, untreated runoff will be captured and treated before it is discharged thereby providing
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1 area-wide improvements to water quality that extend beyond the project's runoff. The project
2 also improves water quality by naturally decomposing organic-rich soil from the project site,
3 thereby substantially reducing the risk that rain water will carry nitrates into the underlying
4 groundwater and through the provision of drainage facilities that will better contain and direct
5 stormwater flows. This last provision is accomplished through the elimination of the McAnally
6 poultry ranch.

7 14. ***Promote Infiltration and Groundwater Recharge.*** While the traditional method
8 of constructing drainage channels is to build concrete-lined channels with steep sides, these
9 traditional-design channels do not allow for infiltration of storm water and groundwater
10 recharge; often create downstream erosion conditions; eliminate wildlife use; and are not
11 aesthetically attractive. In place of the traditional concrete-lined channels, TVOL will construct
12 four (4) miles of unlined drainage channels, and will remove five (5) miles of concrete curb and
13 gutter and replacing it with vegetated roadside swales and median swales. These unlined
14 channels will promote infiltration and groundwater recharge, will be more aesthetically
15 attractive, will provide corridors that can use used by wildlife, and will minimize the velocity of
16 runoff and minimize erosion downstream.

17 15. ***Construction of a Sanitary Sewer trunk line That Provides Off-site Benefits.***
18 TVOL's proposed infrastructure plans include construction of a new sewer trunk line that will
19 extend from the existing manhole at Pico and Nuevo Roads to Lakeview Avenue through the
20 existing community. Although the main function of the new sewer line is to connect to TVOL
21 sewer lines, the installation of the sewer trunk line will have the beneficial effect to allowing
22 existing properties not connected to a sanitary sewer to connect.

23 16. ***Construction of Regional-Serving Lift Station That Provides Off-site Benefits.***
24 TVOL's proposed infrastructure plans include construction of a new lift station. Although the
25 main function of the new lift station is to serve TVOL, the installation will have the beneficial
26 effect to allowing other existing properties to connect, mainly the Nutrilite plant.

1 17. ***Construction of Recycled Water Facilities That Provides Off-site Benefits.***

2 TVOL will provide, without charge, a recycle water tank site that will enable EMWD to
3 pressurize and stabilize their recycled water system thus dramatically improving the reliability to
4 their existing customers. TVOL is proposing to install recycled water lines to minimize use of
5 potable water. The installation of recycled water infrastructure on-site has the beneficial effect
6 of allowing nearby off-site areas to extend recycled water, if they so choose, to minimize use of
7 potable water and help achieve greater levels of water conservation.

8 18. ***Construction of Public Facilities With Regional Benefits.*** Under current

9 County procedures, a developer may be conditioned by the County to pay various fees to help
10 fund public facilities such as libraries and community centers. However, where fees are
11 imposed, the County must collect and hold the fees until sufficient funds are collected to
12 construct the needed facilities. In lieu of paying fees, TVOL is proposing to build and dedicate
13 to the County \$32 million worth of public facilities which provides the benefit of having these
14 facilities constructed and opened far sooner than if the County had to collect the fees and build
15 them as a County project. The list of planned public facilities includes the following which will
16 be open to the public and provide regional benefits beyond servicing the needs of the project and
17 the residents itself:

- 18 • Construct 20,000 square foot of public library and dedicate land sufficient to
19 allow future expansion that would permit doubling the size of the library square footage;
- 20 • Construct 40,000 square foot of public community center in two phases and
21 dedicate additional land for a third phase expansion of the center;
- 22 • Construct miles of off-site trails per Lakeview-Nuevo Design Guidelines; and
- 23 • Construct three monuments per the Lakeview-Nuevo Design Guidelines.

24 19. ***Formation and Participation in Regional Community Facility Funding to***
25 ***Augment County Development Impact Fee program.*** The Villages of Lakeview provided seed
26 money and coordinated a regional planning effort to help the County in its efforts to create a
27 Community Facility Fee Program to fund needed regional public community facilities. Once
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1 established, The Villages of Lakeview intends to participate in the program by constructing
2 facilities, such as the public community center and library. The program will provide additional
3 funding that will supplement the County Development Impact Fee program to provide regional
4 public community facilities such as a library and public community center.

5 20. *Establish a \$1 Million Community Reinvestment Fund.* The Master Developer
6 has committed to establish a \$1 million community reinvestment fund that will provide services
7 to the greater Lakeview-Nuevo community. The Master Developer will contribute up to a
8 maximum of \$100,000 per year. The community reinvestment fund will be managed by the
9 Lakeview Community Service Organization. To ensure the total \$1 million community
10 reinvestment fund is established and fully funded, the project shall provide an annual report to
11 the Planning Director no later than March 31 of each year. The annual report sets forth the
12 current balance of funding; the financial contribution made by the Master Developer in the prior
13 year; and the community services provided in the prior year. The first annual report shall be
14 submitted within fifteen (15) months after the issuance of the 1st building permit.

15 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Specific Plan 342 will
16 implement applicable elements of the Riverside County General Plan as follows:

17 A. Land Use Element

18 The project would set forth a comprehensive development plan that would implement
19 the objectives and development goals of the General Plan Land Use Element for the
20 project site and surrounding area. With the approval of the General Plan Land Use
21 Amendment No. 720 the County finds that the project is consistent with the General
22 Plan Land Use Element.

23 B. Circulation Element

24 EIR No. 471 for Specific Plan 342 assesses the full range of concerns with
25 regards to the projected traffic and circulation impacts associated with the
26 project. Development of the project would help complete the improvements
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1 necessary for completion of the County's General Plan buildout traffic model,
2 and the project applicant would contribute on a fair-share basis to the cost
3 these improvements. Specifically, the project applicant would contribute its
4 fair share of the costs associated with the construction of signalization
5 intersections, the widening of certain roads, the improvement of certain
6 intersections and the construction of additional turn lanes. All of these
7 improvements are necessary for the roadway infrastructure contemplated by
8 the buildout of the County's General Plan. The EIR provides mitigation
9 measures for most of the potentially significant traffic impacts, and those that
10 require overriding findings will not impact the project's consistency with the
11 County's General Plan build-out traffic model. Based thereon, with the
12 approval of the General Plan Circulation Element Amendment No. 721 the
13 County finds that the project is consistent with the General Plan Circulation
14 Element.

15 C. Multi-Purpose/Open Space Element

16 The project would provide an integrated community that is sensitive to the
17 natural environment of the project and surrounding areas, preserves valuable
18 surrounding rural character, preserves over 900 acres of open space through
19 MSHCP dedication, provides five acres per thousand of park space that will be
20 open to the public, and creates pleasing and significant open space amenities
21 for the project residents. The project would also incorporate extensive multi-
22 modal connectivity within the community, as well as connectivity to the
23 existing and future regional trail system through an extensive system of
24 pedestrian and multiuse paths and trails. As such, the County finds that the
25 project is consistent with the General Plan Multi-Purpose/Open Space
26 Element.

27 D. Safety Element

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1 The Safety Element of the County's General Plan provides specific goals and
2 policies regarding seismic hazards, slope and soil instability hazards, flood and
3 inundation hazards, fire hazards, hazardous waste and materials, and disaster
4 preparedness, response, and recovery. The County finds that the EIR for
5 Specific Plan 342 analyzes each of these areas and provides sufficient mitigation
6 measures, where necessary, and that the project otherwise complies the General
7 Plan's Safety element.

8 E. Noise Element

9 EIR No. 471 for Specific Plan No. 342 assesses the full range of concerns with
10 regards to the projected noise impacts associated with the project. The EIR
11 provides mitigation measures for most of the potentially significant noise
12 impacts, and requires an overriding finding for the ambient noise level increase
13 which does not present an inconsistency with the Noise Element. Based
14 thereon, the County finds that the project is consistent with the General Plan
15 Noise Element.

16 F. Housing Element

17 The project promotes the Housing Element goal of providing a wide selection
18 of housing, including higher density development, that is decent, safe, sound,
19 in proximity to jobs, major roadway corridors, and daily activities, and which
20 varies by location, type, design, and price. In addition, the project provides
21 housing and recreational amenities that are uniquely designed to meet the
22 needs of project's residents. Conditions of approval require affordable
23 housing requirements above and beyond those required by the County General
24 Plan Housing Element. Based thereon, the County finds that the project is
25 consistent with the General Plan Housing Element.

26 G. Administration

1 The project would provide specific time frames (phases) for development and
2 would not project a significant adverse impact on County services at project
3 build-out.

4 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following General
5 Plan policies are pertinent to Specific Plan No. 342 (The Villages of Lakeview), and the Board
6 has determined that the Project is consistent with the General Plan, and these General Plan
7 Policies:

8 A. Air Quality Element Policies

9 4.7. To the greatest extent possible, require every project to mitigate any of its
10 anticipated emissions that exceed allowable emissions as established by
11 the SCAQMD, MDAQMD, SOCAB, the Environmental Protection
12 Agency, and the California Air Resources Board. The project is located
13 within the jurisdiction of the South Coast Air Quality Management
14 District (SCAQMD). The air quality section of the EIR requires that the
15 project comply with the requirements set forth by the SCAQMD, the
16 Environmental Protection Agency, and the California Air Resources
17 Board and proposed to mitigate, the greatest extent possible, project
18 related emissions.

19 5.1. Utilize source reduction, recycling, and other appropriate measures to
20 reduce the amount of solid waste disposed of in landfills. The project will
21 participate in the County's recycling program.

22 8.2. Emphasize job creation and reductions in vehicle miles traveled in job-
23 poor areas to improve air quality over other less effective methods. The
24 proposed project includes a mixed-use commercial center which will
25 create jobs and concentrate growth around the center which will help
26 reduce vehicle miles traveled.

1 8.4. Support new mixed-use land use patterns and community centers which
2 encourage community self-sufficiency and containment, and discourage
3 automobile dependency. The Lakeview/Nuevo area is a rural area of
4 Riverside County which currently has no multi-modal transportation
5 opportunities currently available to its residents. The Villages of
6 Lakeview's more urban densities will be developed along Ramona
7 Expressway which is a major transportation corridor (future CETAP Mid-
8 County Parkway) that could encourage the development of future bus
9 routes to the area, including buses from the project site to the planned
10 Metrolink Perris Valley commuter rail line to be located adjacent to the I-
11 215. The proposed Villages of Lakeview Specific Plan offers a mix of
12 residential/commercial services with the commercial portion of the project
13 that residents will be able to access either by bike or foot, reducing their
14 reliance on automobiles. The Villages of Lakeview also requires a Park
15 and Ride lot to be developed in the Resort Village in the first phase of
16 development.

17 B. Circulation Element Policies

18 1.2 Support development of a variety of transportation options for major
19 employment and activity centers including direct access to transit routes,
20 primary arterial highways, bikeways, park-n-ride facilities, and pedestrian
21 facilities. The project includes a trail system. This system will include a
22 combination of greenbelts with linkages and sidewalks located adjacent to
23 roads and within roadway paseos. It will incorporate trails for pedestrians,
24 bicyclists, and equestrians in the form of an integrated system of hard-and
25 soft-surface trails. The trail system will promote non-vehicular access to
26 on-site recreational areas as well as to the elementary schools and the
27 Town Center Village. Additionally, the planning and development
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1 objectives for THE VILLAGES OF LAKEVIEW are based upon Smart
2 Growth Principles. There are ten Smart Growth Principles to which the
3 project has created objectives and goals specific to the project. Principles
4 include transportation related objectives and goals for the project.

5 1.5 Evaluate the planned circulation system as needed to enhance the arterial
6 highway network to respond to anticipated growth and mobility needs.

7 The Traffic Study analyzed three circulation scenarios and are presented in
8 this analysis as “Base Case,” “Alternative 1,” and “Alternative 2.” The
9 “Base Case” scenario is an evaluation of project-related and cumulative
10 projects’ traffic impacts with respect to the current County of Riverside
11 General Plan Circulation Element.

12 1.7 Encourage and support the development of projects that facilitate and
13 enhance the use of alternative modes of transportation, including

14 pedestrian-oriented retail and activity centers, dedicated bicycle lanes and
15 paths, and mixed-use community centers. The project design concept is
16 that of a pedestrian-friendly lifestyle which includes trail systems located
17 throughout the project area that connect schools, services, goods, parks,
18 trailheads and the mixed-use Town Center Village.

19 2.1 Maintain the following countywide target Levels of Service: LOS “C”
20 along all County maintained roads and conventional state highways. As

21 an exception, LOS “D” may be allowed in Community Development
22 areas, only at intersections of any combination of Secondary Highways,
23 Major Highways, Arterials, Urban Arterials, Expressways, conventional
24 state highways, or freeway ramp intersections. LOS “E” may be allowed
25 in designated community centers to the extent that it would support
26 transit-oriented development and walkable communities. The project has
27 been analyzed in the Traffic Study to meet the required LOS standards for
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1 the various roadway types located within the project's sphere of influence.
2 Where the LOS standards are expected to be exceeded, mitigation has
3 been included that would reduce it to below the required levels. In cases
4 where the standard cannot be met, an override will be necessary.

5 2.2 Apply level of service standards to new development via a program
6 establishing traffic study guidelines to evaluate traffic impacts and identify
7 appropriate mitigation measures for new development. The traffic
8 analysis uses the Level of Service (LOS) system of categorization to
9 evaluate the project area roadway intersections. Traffic engineers use this
10 LOS system of categorization to describe how well an intersection or
11 roadway is functioning. The LOS measures several factors including
12 operating speeds, freedom to maneuver, traffic interruptions, and average
13 vehicle delay at intersections. The LOS approach uses a ranking system,
14 similar to education, with level 'A' being the best and level 'F' being the
15 worst.

16 2.3 Traffic studies prepared for development entitlements (tracts, plot plans,
17 public use permits, conditional use permits, etc.) shall identify project
18 related traffic impacts and determine the "significance" of such impacts in
19 compliance with CEQA. Potential impacts to inadequate parking
20 capacity, changes in air traffic patterns, altered waterborne, rail or air
21 traffic, hazards from design, and inadequate emergency access to nearby
22 uses were found to be less than significant in the Notice of Preparation
23 prepared for this project. Some design features present on the current and
24 future project roadways, such as curves, could result in potentially
25 significant impacts which are discussed in Section 5.14. The focus of the
26 analysis is related to the potential impacts associated with project-
27 generated traffic, exceedances in the level of service of roads, the effect on
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1 existing or need for new or altered road maintenance, circulation impacts
2 during construction, and increased hazards due to a design feature (e.g.,
3 sharp curves or dangerous intersections) or incompatible uses (e.g., farm
4 equipment). The "Base Case" is used in this analysis as the basis for
5 evaluation of project impacts in accordance with CEQA Guidelines,
6 including mitigation measures required to reduce impacts.

7 2.4 The direct project related traffic impacts of new development proposals
8 shall be mitigated via conditions of approval requiring the construction of
9 any improvements identified as necessary to meet level of service
10 standards. The analysis of all Phases of the "Base Case" scenario shows
11 that the project will contribute to the exceedance of acceptable levels of
12 service for both intersections and roadway segments, and contribute to
13 substantial increases in the traffic on roads. Mitigation measures in the
14 form of signals and roadway improvements, and fair share fees, listed
15 above, will be required to reduce these potentially significant impacts to
16 below the level of significance.

17 2.5 The cumulative and indirect traffic impacts of development may be
18 mitigated through the payment of various impact mitigation fees such as
19 County Development Impact Fees, Road and Bridge Benefit District Fees,
20 and Transportation Uniform Mitigation Fees to the extent that these
21 programs provide funding for the improvement of facilities impacted by
22 development. To ensure that area-wide traffic conditions do not worsen as
23 development occurs, the County of Riverside has established "fair share"
24 mitigation fees, which include, but are not limited to, the Transportation
25 Uniform Mitigation Fee (TUMF), Development Impact Fees (DIF) and a
26 Road and Bridge Benefit District (RBBB) fee, which is currently being
27 established by the County, all described below. The project will
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1 participate in the cost of off-site improvements through payment of the
2 following "fair share" mitigation fees: TUMF, current at time of
3 construction; Riverside County Traffic Signal Systems Fee Program;
4 RBBB (when approved and enacted). These fees shall be collected and
5 utilized as needed by Riverside County to construct the improvements
6 necessary to maintain the required level of service.

7 3.1 Design, construct, and maintain County roadways as specified in the
8 County Road Improvement Standards and Specifications. THE
9 VILLAGES OF LAKEVIEW Specific Plan includes Circulation System
10 Development Standards in Section B.2.d. These Development Standards
11 are required of the project.

12 3.2 Maintain the existing transportation network, while providing for future
13 expansion and improvement based on travel demand, and the development
14 of alternative travel modes. To ensure that area-wide traffic conditions do
15 not worsen as development occurs, the County of Riverside has
16 established "fair share" mitigation fees, which include, but are not limited
17 to, the Transportation Uniform Mitigation Fee (TUMF), Development
18 Impact Fees (DIF) and a Road and Bridge Benefit District (RBBB) fee,
19 which is currently being established by the County, all described below.
20 The project will participate in the cost of off-site improvements through
21 payment of the following "fair share" mitigation fees: TUMF, current at
22 time of construction; Riverside County Traffic Signal Systems Fee
23 Program; RBBB (when approved and enacted). These fees shall be
24 collected and utilized as needed by Riverside County to construct the
25 improvements necessary to maintain the required level of service.

26 3.10 Require private and public land developments to provide all on-site
27 auxiliary facility improvements necessary to mitigate any development-
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1 generated circulation impacts. A review of each proposed land
2 development project shall be undertaken to identify project impacts to the
3 circulation system and its auxiliary facilities. The Transportation
4 Department may require developers and/or subdividers to provide traffic
5 impact studies prepared by qualified professionals to identify the impacts
6 of a development. The project has been analyzed in the Traffic Study to
7 meet the required LOS standards for the various roadway types located
8 within the project's sphere of influence. Where the LOS standards are
9 expected to be exceeded, mitigation has been included that would reduce it
10 to below the required levels. In cases where the standard cannot be met,
11 an override will be necessary.

12 3.13 Design street intersections, where appropriate, to assure the safe, efficient
13 passage of through-traffic and the negotiation of turning movements.

14 THE VILLAGES OF LAKEVIEW project includes a General Plan
15 Amendment which will modify the existing Circulation Element. The
16 modified circulation plan provides improvement standards to promote
17 efficient and safe movement of people within the project area.

18 3.14 Design curves and grades to permit safe movement of vehicular traffic at
19 the road's design speed. Design speed should be consistent with and

20 complement the character of the adjacent area. The curvilinear roads
21 proposed within the project site (Figure 5.14-3a, THE VILLAGES OF
22 LAKEVIEW Specific Plan Circulation Plan) have been designed to meet
23 the County Transportation Department's standards.

24 3.15 Provide adequate sight distances for safe vehicular movement at a road's
25 design speed and at all intersections. Sight distance at the project entrance

26 roadways shall be reviewed with respect to standard County of Riverside
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1 sight distance standards at the time of preparation of final grading,
2 landscape, and street improvement plans.

3 3.20 Determine location of General Plan road rights of way and levels of road
4 improvements needed based primarily upon land uses and travel demand.

5 The Phase 3 (2016-2020/Buildout) and Phase 3 Alternative 1 Scenario
6 traffic conditions presented in this analysis were developed using updated
7 versions of the Riverside County General Plan traffic model (originally
8 referred to as the RCIP traffic model). The original RCIP traffic model
9 was developed by the County using the Riverside / San Bernardino
10 Western Area (RIVSAN) model structure in combination with the latest
11 General Plan Buildout land use data. The RIVSAN traffic model is
12 currently maintained by the Southern California Association of
13 Governments (SCAG). The RCIP traffic model structure relies on the
14 General Plan land use data that was certified by the County Board of
15 Supervisors as part of the RCIP Environmental Impact Report (RCIP
16 EIR). Consequently, the RCIP traffic model is the only long-range
17 regional traffic model that is appropriate for this study area. In addition,
18 this is the traffic model used by the cities of Temecula, Murrieta, Lake
19 Elsinore, and San Jacinto for recent traffic studies.

20 3.24 Provide a street network with quick and efficient routes for emergency
21 vehicles, meeting necessary street widths, turn-around radius, and other
22 factors as determined by the Transportation Department in consultation
23 with the Fire Department and other emergency service providers. THE

24 VILLAGES OF LAKEVIEW Specific Plan includes Circulation Plan
25 Development Standards in Section B.2.d. These standards are required of
26 the project, and are designed to meet County Transportation and Fire
27 Department requirements.

1 3.26 Plan off-street parking facilities to support and enhance the concept of
2 walkable and transit-oriented communities. The planning and
3 development objectives for THE VILLAGES OF LAKEVIEW are based
4 upon Smart Growth Principles. There are ten Smart Growth Principles to
5 which the project has created objectives and goals specific to the project.
6 Principles include transportation related objectives and goals for the
7 project. The project will provide a transit center (a park-n-ride parking lot
8 and bus stop) to encourage carpooling as well as future live/work units to
9 encourage working from home.

10 3.27 Evaluate proposed highway extensions or widening projects for potential
11 noise impacts on existing and future land uses in the area. Require that the
12 effects of truck mix, speed limits, and ultimate motor vehicle volumes on
13 noise levels are also explored during the environmental process. The
14 exterior noise impacts from traffic to future land uses have been
15 calculated. After finalized information regarding road elevations and pad
16 heights becomes available, a subsequent acoustical study will be
17 performed to assess the necessary height of noise barriers obtain the
18 appropriate noise standard level for sensitive receptors and commercial
19 land uses.

20 4.1 Provide facilities for the safe movement of pedestrians within
21 developments, as specified in the County Ordinances Regulating the
22 Division of Land of the County of Riverside. The project includes a trail
23 system. This system will include a combination of greenbelts with
24 linkages and sidewalks located adjacent to roads and within roadway
25 paseos. It will incorporate trails for pedestrians, bicycles, and equestrians
26 in the form of an integrated system of hard- and soft-surface trails. The
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1 trail system will promote non-vehicular access to on-site recreational areas
2 as well as to the elementary schools and the Town Center Village.

3 4.2 Maximize visibility and access for pedestrians and encourage the removal
4 of barriers (walls, easements, and fences) for safe and convenient
5 movement of pedestrians. Special emphasis should be placed on the needs
6 of disabled persons considering Americans with Disabilities Act (ADA)
7 regulations. The planning and development objectives for THE
8 VILLAGES OF LAKEVIEW are based upon Smart Growth Principles.
9 There are ten Smart Growth Principles to which the project has created
10 objectives and goals specific to the project. One of the principles specifies
11 that sidewalks will be separated from streets and trail connections at every
12 edge. Special considerations for disabled persons were not addressed
13 specifically at this level of analysis.

14 4.3 Assure pedestrian access from developments to existing and future transit
15 routes and terminal facilities through project design. The project includes
16 a trail system. This system will include a combination of greenbelts with
17 linkages and sidewalks located adjacent to roads and within roadway
18 paseos. It will incorporate trails for pedestrians, bicycles, and equestrians
19 in the form of an integrated system of hard- and soft-surface trails. The
20 trail system will promote non-vehicular access to on-site recreational areas
21 as well as to the elementary schools and the Town Center Village.

22 4.4 Plan for pedestrian access that is consistent with road design standards
23 while designing street and road projects. Provisions for pedestrian paths or
24 sidewalks and timing of traffic signals to allow safe pedestrian street
25 crossing shall be included. The project includes a trail system. This
26 system will include a combination of greenbelts with linkages and
27 sidewalks located adjacent to roads and within roadway paseos. It will
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1 incorporate trails for pedestrians, bicycles, and equestrians in the form of
2 an integrated system of hard- and soft-surface trails. The trail system will
3 promote non-vehicular access to on-site recreational areas as well as to the
4 elementary schools and the Town Center Village.

5 4.9 Coordinate with all transit operators to ensure that pedestrian facilities are
6 provided along and/or near all transit routes, whenever feasible. New land
7 developments may be required to provide pedestrian facilities due to
8 existing or future planned transit routes even if demand for pedestrian
9 facility is not otherwise warranted. Currently, the Villages of Lakeview
10 does not propose the construction of overpasses or undercrossings at
11 trail/major road intersections. However, as the implementation of trails
12 throughout the project has been refined and clarified, the Specific Plan and
13 the Village Refinement Plan (VRP) for the Resort Village indicate that the
14 trails which connect the project's southern area to its northern area will be
15 connected over and/or under Ramona Expressway. The project also
16 provides for an outreach program to aimed at informing residents about
17 opportunities to walk, hike, bike, carpool and use public transportation.
18 Therefore, the project will be consistent with this GP policy.

19 6.3 Limit access points and intersections of streets and highways based upon
20 the road's General Plan classification and function. Access points must be
21 located a sufficient distance away from major intersections to allow for
22 safe, efficient operation. Sight distance at the project entrance roadways
23 shall be reviewed with respect to standards County of Riverside sight
24 distance standards at the time of preparation of final grading, landscape,
25 and street improvement plans.

26 7.2 Work with property owners to reserve right-of-way for potential CETAP
27 corridors through site design, dedication, and land acquisition, as
28

1 appropriate. Corridors are being examined in western Riverside County
2 for the preservation of rights-of-way for future multi-modal transportation
3 facilities.

4 7.9 Review development applications in cooperation with RCTC and as
5 appropriate, to identify the precise location of CETAP corridors and act to
6 preserve such areas from any permanent encroachments, pending
7 dedication or acquisition. Three corridors are being examined in western
8 Riverside County for the preservation of rights-of-way for future multi-
9 modal transportation facilities. These include the Beaumont/Banning to
10 Temecula transportation corridor, the Moreno Valley to San Bernardino
11 corridor, and the Hemet to Corona/Lake Elsinore corridor. The Hemet to
12 Corona/Lake Elsinore CETAP Corridor passes through the project area
13 along Ramona Expressway and is referred as the Mid County Parkway.

14 11.4 Offer incentives to new development to encourage it to locate in a transit-
15 oriented area such as a community center or along a designated transit
16 corridor near a station. The Villages of Lakeview is establishing a Town
17 Center Village, which is intended to emulate Riverside County's
18 community center land use designation. In general terms, the most dense
19 residential planning areas of the project are located in close proximity to
20 the Town Center Village. Additionally, the Town Center Village has the
21 potential for a greater residential density than the rest of the specific plan.

22 11.5 Accommodate transit through higher densities, innovative design, and
23 right-of-way dedication. The Villages of Lakeview is establishing a Town
24 Center Village, which is intended to emulate Riverside County's
25 community center land use designation. In general terms, the most dense
26 residential planning areas of the project are located in close proximity to
27 the Town Center Village. Additionally, the Town Center Village has the
28

1 potential for a greater residential density than the rest of the specific plan.
2 Although explicit plans for mass transit are not a part of the project, the
3 higher densities proposed will facilitate the need for transit-oriented
4 development.

5 11.7 Promote development of transit centers and park-n-rides for use by all
6 transit operators, including development of multi-modal facilities. The
7 traffic-reducing potential of public transit has not been considered in this
8 study. Therefore, the traffic projections provided in this report are
9 considered conservative since public transit could reduce traffic volumes
10 in the project area.

11 16.1 Implement the County trail system as depicted in the Bikeways and Trails
12 Plan, Figure C-7. A General Plan Amendment to modify and expand the
13 existing County trails plan is part of the project proposal. See Figure
14 B.8.18.B of the Villages of Lakeview Specific Plan.

15 16.2 Develop a multi-purpose recreational trail network with support facilities
16 which provide a linkage with regional facilities. The project design
17 concept is that of a pedestrian-friendly lifestyle which includes trail
18 systems located throughout the project area that connect schools, services,
19 goods, parks, and trailheads.

20 16.3 Require that trail alignments either provide access to or link scenic
21 corridors, schools, parks, and other natural areas. The project design
22 concept is that of a pedestrian-friendly lifestyle which includes trail
23 systems located throughout the project area that connect schools, services,
24 goods, parks, and trailheads.

25 17.3 Ensure that the bikeway system incorporates the following: a.
26 Interconnection of cities and unincorporated communities; b. Provision of
27 lanes to specific destinations such as state or county parks; c. Provision for
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1 bicycle touring; and d. Encouragement of bicycle commuting. The project
2 design concept is that of a pedestrian-friendly lifestyle which includes trail
3 systems located throughout the project area that connect schools, services,
4 goods, parks, and trailheads.

5 C. Lakeview/Nuevo Area Plan Policies

6 7.1 Adhere to the lighting requirements specified in County Ordinance No.
7 655 for standards that are intended to limit light leakage and spillage that
8 may interfere with the operations of the Mount Palomar Observatory. The
9 Villages of Lakeview project area falls within Zone B of the Mt. Palomar
10 Nighttime Lighting Policy. Mitigation measures herein reduce potential
11 significant impacts to less than significant. Future development proposals
12 will be required to comply with County Ordinance No. 655 and will be
13 reviewed at such time as a development application is filed with the
14 Planning Department.

15 8.1 Design and develop the vehicular roadway system per Figure 7,
16 Circulation, and in accordance with the Functional Classifications and
17 Standards section of the General Plan Circulation Element. The General
18 Plan Circulation Element is currently being revised to more accurately
19 reflect the needs of the roadway system in this area. Additionally, The
20 Villages of Lakeview Specific Plan will necessitate modification to the
21 roadway system to accommodate its development. All of the proposed
22 changes are intended to adequately accommodate the traffic needs for the
23 area and the project. The County-led General Plan Amendment to update
24 Figure 7 in this area and the proposed project GPA related to circulation,
25 will bring the project and Figure 7 into consistency. The master developer
26 for The Villages of Lakeview has assembled over 147 parcels through
27 over 18 transactions to form the proposed project site. This consolidation
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1 of parcels under one control offers the ability to provide funding such that
2 the CETAP corridor may be constructed more quickly than if scattered
3 ownerships had developed over time.

4 8.2 Maintain the County's roadway Level of Service standards as described in
5 the Level of Service section of the General Plan Circulation Element. A
6 traffic report was prepared for the project that addresses potential future
7 traffic, roadway and intersection levels of service, planned roadway
8 improvements, and mitigation measures. On-site project intersections are
9 all proposed to accommodate projected traffic at County General Plan
10 standards or better. As development occurs, roadway levels of service
11 will fluctuate, however, because not all roads / intersections office which
12 rely on TUMF, DIF, RBBB or other funding may be completed
13 concurrently with project phasing. Therefore, on a temporary basis, the
14 project may result in Levels of Service that do not meet County standards.
15 At full build-out of the current General Plan roadway system and the
16 project, some roadway segments and intersections will not meet required
17 standards. Substantial changes to the area's transportation facilities will
18 occur as a result of project implementation; however, these changes are
19 consistent with and are anticipated in the General Plan. Generally
20 speaking, the existing roads within and around the project site are two-
21 lane rural roads, including Ramona Expressway within the unincorporated
22 portion of the County. The County General Plan calls for Ramona
23 Expressway to be improved from two and four lanes to up to six and eight
24 lanes at some locations. This is a substantial change; however it is one
25 that the County contemplates with or without the proposed project.
26 Likewise, by Phase 3 of project build-out, Nuevo Road from Murrieta
27 Road to Dunlap Road is anticipated to be increased from a two-lane
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1 Arterial to a six-lane Arterial; and from Dunlap Road to Menifee Road, a
2 two-lane Urban Arterial to an eight-lane Urban Arterial, as anticipated in
3 the General Plan. Again, this is a substantial change; however it is one
4 that the County has envisioned as taking place. Many of the more rural-
5 type roadways within and around the project site will be upgraded to
6 accommodate greater traffic volumes. It should be noted, however, that to
7 maintain the heart of the Lakeview community, the County has identified
8 Hansen Avenue as a local road that is to remain rural in size and
9 character, even if other parallel roads (Reservoir Avenue) must be larger.
10 The County is currently processing a General Plan Amendment to the
11 Circulation Element that proposes to change the road classification of
12 Hansen Avenue from a Major (4-lane) road to a Collector (2-lane).
13 Likewise, Lakeview Avenue is mandated in the mitigation measures and
14 COA to remain a smaller size road consistent with the rural community.
15 County Transportation Department staff worked with the applicant and
16 EIR preparer, to identify, through mitigation measures and conditions of
17 approval, "triggers" or "thresholds" which when met will require
18 implementation of identified circulation improvements. Triggers require
19 all improvements in a phased manner such that facilities are constructed
20 or under construction before development outpaces the roadway network.
21 Through the use of occupancy-based triggers, the traffic mitigation
22 measures require that intersection and roadway segment facilities be built
23 by the applicant, or require that the County have a construction contract
24 and full funds in place, in advance of development needs. Thus, the only
25 delay might be the time that it takes to construct all or part of a particular
26 intersection or roadway segment that is identified for improvement. By
27 imposing that the project implement various improvements prior to
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1 development through the identified “triggers,” the County has assured that
2 mitigation for potential project impacts will be implemented. In addition
3 to project-imposed mitigation, the project is also required to contribute to
4 funding programs that provide for regional transportation improvements,
5 such as the Transportation Uniform Mitigation Fee (TUMF),
6 Development Impact Fee – Ordinance 659 (DIF) and the future Road and
7 Bridge Benefit District (RBBD) for the Lakeview/Nuevo area.

8 9.1 Develop, maintain and/or improve the trails and bikeways within the
9 Lakeview/Nuevo Area Plan as depicted on Figure 8, Trails and Bikeway
10 System, and as discussed in the Multipurpose Recreational Trails section
11 of the General Plan Circulation Element. A GPA related to trails is
12 proposed by the project to elevate some trails within the project to regional
13 trails, while assuring trail connections currently envisioned on Figure 8 are
14 maintained. The Villages of Lakeview Specific Plan includes an extensive
15 trails system through and throughout the project site that meets the intent
16 of the policy.

17 10.1 Protect the scenic highways in the Lakeview/Nuevo planning area from
18 change that would diminish the aesthetic value of views of the Bernasconi
19 Hills, the San Jacinto River, the Mystic Lake Corridor, and the San Jacinto
20 Wildlife Area in accordance with the Scenic Highways section of the
21 General Plan Land Use, Multipurpose Open Space, and Circulation
22 Elements. Ramona Expressway is a County Eligible Scenic Highway.
23 The development of The Villages of Lakeview proposed adjacent to the
24 Ramona Expressway will be setback 50 feet to meet County policy. The
25 Aesthetics section of this DEIR evaluated potential impacts to the scenic
26 resources listed and determined that all potential significant adverse
27 impacts associated with the proposed project were found to be less than
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1 significant without mitigation with the exception of the development of
2 the proposed tank(s) in the Lakeview Mountains. With the
3 implementation of MM Aesthetics 1, impacts to the scenic highway from
4 the tank(s) will be less than significant. The significant area-wide scenic
5 resources on-site is the Lakeview Mountains. Retention of the mountains
6 as open space avoids substantial damage to scenic resources on site.

7 11.1 Accommodate the Hemet to Corona/Lake Elsinore CETAP Corridor in
8 accordance with the General Plan Circulation Element. The Villages of
9 Lakeview Specific Plan will play a major roll in accommodating the
10 installation of the corridor. The project fronts along 4.5 miles of Ramona
11 Expressway and will be responsible for extensive right-of-way and
12 payment of fees toward the development of the CETAP Corridor through
13 this area. The master developer for The Villages of Lakeview has
14 assembled over 147 parcels through over 18 transactions to form the
15 proposed project site. The consolidation of parcels under one control
16 offers the ability to provide funding such that the CETAP Corridor may be
17 constructed more quickly than if scattered ownerships had developed over
18 time.

19 13.1 Conserve the existing intact upland habitat block in the Lakeview
20 Mountains for the benefit of raptors, burrowing owl, and cactus wren. The
21 Villages of Lakeview Specific Plan designates all of the existing upland
22 habitat block in the Lakeview Mountains as Open Space Conservation,
23 except for a water tank site. Thus the area is preserved for the benefit of
24 raptors, burrowing owl, and cactus wren. To accomplish this, the project
25 is converting all of the land currently designated as Rural Mountains in the
26 General Plan to Open Space to conserve this area in its natural state.

1 13.2 Conserve clay soils intermixed with or near vernal pools occurring in the
2 middle reaches of the San Jacinto River supporting core populations of
3 thread-leaved brodiaea. Clay soils and vernal pools are located within the
4 project site and are located within proposed conservation areas and will be
5 avoided.

6 13.3 Conserve wetland habitats along the San Jacinto River including existing
7 vernal playas, vernal pools and associated watersheds. Maintain watershed
8 processes that contribute to and enhance water quality and the hydrologic
9 regime. The existing wetlands habitats along the San Jacinto River are
10 directly preserved through designated open space areas within the project
11 site along the flood plain of the river. The hydrologic conditions which
12 created and main these wetland features will be simulated by water from
13 the proposed project site being released in comparable flows. In the case
14 of the project's common boundary with the San Jacinto Wildlife Area,
15 stormwaters collected east of Davis Road will be released through a broad
16 overflow area of the channel which will sheet flow to the Marvin Road
17 ditch and overflow into the SJWA as currently happens. West of Davis
18 Road stormwater will be retained and/or diverted such that no more than
19 current volumes impact vernal pool areas. Outflows into the San Jacinto
20 River at the westernmost edge of the project will increase downstream
21 flows during storm events but will not result in nuisance water runoff in
22 amounts which will change the hydrologic regime of the river. This issue
23 is discussed in detail in the Biology and Hydrology sections of this DEIR.

24 13.4 Conserve Willow-Domino-Travers soils that support sensitive plants such
25 as spreading navarretia, San Jacinto Valley crownscale, Coulter's
26 goldfields, Parish's brittlescale, and Davidson's saltbrush. These sensitive
27 plant species were not found on site, however, the San Jacinto Wildlife
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1 Area contains a number of sensitive plant populations, some of which are
2 immediately adjacent or in close proximity to the project site. These
3 include the thread-leaved brodiaea, San Jacinto Valley crownscale, smooth
4 tarplant, and Coulter's goldfields. The soils which support these species
5 are conserved within the SJWA and although the soils series exist within
6 the proposed project site, the areas are presently farmed or otherwise
7 disturbed and cannot support plant species. The 500-foot setback from the
8 SJWA established within the Resort Village of the project will conserve
9 some of these soils types.

10 13.5 Maintain and enhance linkage value of the San Jacinto River for wildlife
11 movement and live-in habitat. The project includes a wildlife corridor
12 connection from the Lakeview Mountains, which are being retained in
13 open space, to Ramona Expressway where the corridor will be continued
14 north, under MSCHP requirements, to enhance the linkage value of the
15 San Jacinto River. The 500-foot buffer and open space proposed within
16 the Resort Village portion of the project will also maintain the SJWA and
17 the river for wildlife movement and live-in habitat by keeping
18 development setback.

19 13.6 Conserve grasslands adjacent to coastal sage scrub habitats as foraging
20 habitat for raptors. The proposed wildlife corridor on-site consists of
21 grasslands and/or open fields adjacent to the coastal sage scrub habitats of
22 the Lakeview Mountains. In addition, some areas at the toe of slope of the
23 mountains will be conserved in open space. Both these areas will allow
24 for the foraging by raptors. In addition, the 500-foot buffer area adjacent
25 to the SJWA will be maintained in natural area and or open fields which
26 will also support raptor foraging on-site.

1 14.1 Protect life and property from the hazards of flood events through
2 adherence to the Flood and Inundation section of the General Plan Safety
3 Element. The implementing projects that will occur within the proposed
4 Specific Plan will comply with the Flood and Inundation section of the
5 General Plan Safety Element. No development is proposed within the San
6 Jacinto River floodplain.

7 14.2 Adhere to the flood proofing, flood protection requirements, and Flood
8 Management Review requirements of Riverside County Ordinance No.
9 458 Regulating Flood Hazard Areas. Implementing projects within the
10 Specific Plan will adhere to the requirements of Riverside County Flood
11 Control and Water Conservation District. The entirety of development of
12 The Villages of Lakeview is outside of any Flood Hazard areas.

13 14.3 Require that proposed development projects that are subject to flood
14 hazards, surface ponding, high erosion potential or sheet flow be
15 submitted to the Riverside County Flood Control and Water Conservation
16 District for review. Implementing projects within the Specific Plan will
17 adhere to the requirements of Riverside County Flood Control and Water
18 Conservation District. The entirety of development of The Villages of
19 Lakeview is outside of any Flood Hazard areas.

20 15.1 Protect life and property from wildfire hazards through adherence to the
21 Fire Hazards section of the General Plan Safety Element. A 100-foot wide
22 fuel modification zone is proposed between all residences and the natural
23 vegetation of the Lakeview Mountains. Water tanks will be installed to
24 maintain water pressure and fire flows to the entire project and improve
25 the fire flows in the existing Lakeview community.

26 16.1 Protect life and property from seismic related incidents through adherence
27 to the Seismic Hazards section of the General Plan Safety Element. The
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1 proposed The Villages of Lakeview Specific Plan, being part of the
2 Lakeview/Nuevo area, has a very low liquefaction potential.
3 Conformance with Uniform Building Code standards, enforcement of
4 setbacks from local faults, and sound grading practices will help to
5 mitigate any potentially concerning circumstances. This area will be
6 developed as park land or open space. The eastern end of the project area
7 is comprised of lands designated for conservation and Rural Mountainous
8 Residential development. Both of these areas will be designated as open
9 space in The Villages of Lakeview.

10 17.1 Identify ridgelines that provide a significant visual resource for the
11 Lakeview/Nuevo planning area through adherence to the General Plan
12 Land Use Element. The Lakeview Mountains contains steep slopes and
13 provide a visual resource for the planning area. The project proposes to
14 designate all of its property within these mountains as Open Space which
15 will preserve this visual resource for the community.

16 17.2 Protect life and property through adherence to the Hillside Development
17 and Slope policies of the General Plan Land Use Element and the Slope
18 and Soil Instability Hazards policies of the General Plan Safety Element.
19 The development standards for The Villages of Lakeview Specific Plan
20 encourage passive solar design and day-lighting for new structures.

21 D. Land Use Element Policies

22 2.1 Accommodate land use development in accordance with the patterns and
23 distribution of use and density depicted on the General Plan Land Use
24 Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with
25 the following: The Lakeview/Nuevo Area Plan's map designates the
26 approximate 2,800-acre project site with the following land uses:
27 Agriculture (AG) with and without a Community Development Overlay
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1 (CDO), Rural Residential (RR) with a Community Development Overlay,
2 Low Density Residential – Rural Community (LDR-RC), Very Low
3 Density Residential – Rural Community (VLDR-RC), Rural Mountainous
4 (RM), Low Density Residential – Community Development (LDR – CD),
5 Open Space Conservation (OS-C), and Commercial Retail (CR).
6 Although an approximate 1,445-acre portion of the project is within the
7 Community Development General Plan Foundation or entitled to a
8 Community Development Overlay (CDO), the Lakeview/Nuevo Area Pl
9 did not provide this CDO area with development standards or intensities
10 by which it should be developed, nor did the County provide developed
11 “Buildout” assumptions for this area in the Statistical Summary for the
12 Lakeview/Nuevo Area Plan or the General Plan. As defined in the
13 Lakeview/Nuevo Area Plan *Table 2: Statistical Summary of*
14 *Lakeview/Nuevo Area Plan*, the combined communities could expect
15 approximately 26,778 dwelling units at buildout within the 27.745 acres
16 that comprise Lakeview/Nuevo Area Plan. The Villages of Lakeview
17 Specific Plan proposes 11,150 homes within its 2,789 acres. By
18 comparison, the project area makes up approximately 10 percent of the
19 Lakeview/Nuevo Area Plan while the number of dwelling units makes up
20 42 percent of all the dwelling units anticipated. Based on the Area Plan’s
21 statistics, there would be approximately 1 dwelling unit per acre while the
22 project would provide four times that density over its entire project area.
23 Within the project development the lowest density proposed is 5-8
24 dwelling units per acre to a high of 40 dwelling units per acre in the Town
25 Center. In June 2006, the Riverside County Board of Supervisors
26 approved a request by the applicant to proceed with a General Plan
27 Amendment to consider conversion of land within the project from
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1 Agriculture, Rural, and Rural Community Foundations to the Open Space
2 and Community Development Foundations. The final outcome, if
3 approved, would result in approximately 1,095 acres in the Open Space
4 Foundation and approximately 1,684 acres in the Community
5 Development Foundation, according to the staff report from the June 2006
6 hearing. The findings and recommendations from this hearing can be
7 found in Appendix B (CD#3) of the DEIR. In this approval to proceed,
8 the County found that the Foundations are “unusually compelling” and
9 “based on ample evidence that new conditions or circumstances” exist that
10 justify modification on the General Plan which do not conflict with the
11 overall Riverside County Vision.

12 a. Provide a land use mix at the countywide and area plan levels
13 based on projected need and supported by evaluation of impacts to
14 the environment, economy, infrastructure, and services. The
15 overall intent of LU.2.1.a is to provide a land use mix with a
16 project that is well supported with the evaluation of the impacts to
17 the environment, the economy, infrastructure and services. This
18 intent is met by The Villages of Lakeview project. The population
19 of Riverside County is expected to be approximately 3.4 million by
20 2030 and more housing units will be needed to accommodate the
21 new residents. At the countywide level, the RCIP Vision
22 Statement sets forth various topical visions aimed at proactively
23 dealing with the aforementioned need for growth with its social
24 and development issues, some of which include: The idea that
25 growth should not be forestalled but accommodated with quality
26 development; That population growth is inevitable and therefore
27 should be focused where it can be best be accommodated; and That
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1 the County incentivize and stimulate the development community
2 “to exceed the norms of development standards” to create
3 “communities of excellence”. The proposed project provides a
4 mix of land uses within a master planned community setting
5 including a range of residential types, parks, schools, over 1,000
6 acres of open space, commercial/residential mixed use, and public
7 facilities. This comprehensive approach will assist the County in
8 meeting its vision and accommodating project growth. The EIR
9 evaluated in detail impacts to the environment of the proposal; a
10 fiscal impact report has been prepared (Appendix K (CD#4))
11 which sets forth the conditions under which the project will have a
12 positive fiscal impact on the County; infrastructure necessary to
13 serve the project area is evaluated in the specific plan and the
14 EMWD Master Plan for Water, Sewer, and Recycled Water in the
15 Lakeview/Nuevo area (EIR SCH 2007101043); and public services
16 will be provided as identified in the specific plan and addressed in
17 the EIR. The proposed The Villages of Lakeview Specific Plan
18 will exceed the housing needs based on the County’s original
19 evaluation of the Lakeview/Nuevo Planning Area. Although The
20 Villages of Lakeview has a mix of residential densities and
21 proposes other land uses, including commercial, the amount of
22 growth proposed by The Villages of Lakeview was not anticipated
23 by the Lakeview/Nuevo Area Plan. However, the proposed
24 development was reviewed by the Board, including when it
25 considered initiating Foundation Amendments, and have been
26 considered acceptable by the Board of Supervisors which found
27 that “based on ample evidence that new conditions or
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1 circumstances” exist that justify modification on the General Plan
2 which do not conflict with the overall Riverside County Vision.
3 This project proceeded through the amendment process as required
4 and was able to make these findings in June of 2006 when the
5 Board of Supervisors allowed the project to proceed with the
6 process of amending the GP. Therefore, these GP-established
7 thresholds for changes to GP land uses have been met by the
8 project meets. With a recommendation of adoption by staff, and
9 with a subsequent discretionary action of adopting the project
10 General Plan Amendment (GPA), the Board will be indicating that
11 project is consistent with the General Plan.

- 12 b. Accommodate a range of community types and character, from
13 agricultural and rural enclaves to urban and suburban communities.

14 The Villages of Lakeview Specific Plan proposes a range of
15 community types with a housing and land use mix that ranges from
16 Medium High Residential to Very High Density Residential, Open
17 Space, Mixed Use Town Center (including residential), Park, and
18 Public Facility / Open Space. The Villages of Lakeview
19 accommodates the portion of the policy that relates to establishing
20 urban and suburban communities. The proposed project is located
21 adjacent to the rural community of Lakeview/Nuevo, the San
22 Jacinto Wildlife Area, and active agriculture. Through the use of
23 buffers, setbacks and an expanded circulation system, all these
24 surrounding uses will be retained and allowed to continue which
25 will provide for the full range of community types addressed in
26 this policy.
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1 c. Provide for a broad range of land uses, intensities, and densities,
2 including a range of residential, commercial, business, industry,
3 open space, recreation, and public facilities uses. The Villages of
4 Lakeview Specific Plan will create a master-planned community
5 consisting of medium high density, high density, and very high
6 density residential types, four potential K-8 schools, mixed-use
7 commercial / residential, open space, and public and civic
8 facilities. The proposed project will also include a mixed-use town
9 center that may include a grocery store, a drug store, possible
10 public facilities including a sheriff sub-station and post office, and
11 other commercial uses that would serve the need of the
12 community. There is no industry planned as part of The Villages
13 of Lakeview, however, the project addresses and accommodates
14 the continued operation of the Nutrilite manufacturing facility
15 located adjacent to the site.

16 d. Concentrate growth near community centers that provide a mixture
17 of commercial, employment, entertainment, recreation, civic, and
18 cultural uses to the greatest extent possible. The Lakeview/Nuevo
19 Area Plan was two defined community center areas west of the San
20 Jacinto River. Currently, the area east of the San Jacinto River
21 (this includes the project site) reflects a pattern of predominantly
22 low density residential character with pockets of commercial use
23 within the communities of Lakeview and Nuevo. The Villages of
24 Lakeview Specific Plan creates its own master-planned community
25 consisting of medium high density, high density, and very high
26 density residential types, proposed three K-8 schools, mixed-use
27 commercial / residential, parks and open space that collectively
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1 may contain the attributes that contribute to a community center
2 outside of where the Lakeview/Nuevo Area Plan intended this type
3 of development. Accordingly, The Villages of Lakeview will
4 concentrate the densest residential developments surrounding the
5 proposed Mixed Use Village, which is equivalent to the General
6 Plan land use designation of Community Center. e. Concentrate
7 growth near or within existing urban and suburban areas to
8 maintain the rural and open space character of Riverside County to
9 the greatest extent possible.

- 10 e. Concentrate growth near or within existing urban and suburban
11 areas to maintain the rural and open space character of Riverside
12 County to the greatest extent possible. Currently, Lakeview/Nuevo
13 Area Plan anticipates that the western half of the planning area,
14 near the city of Perris, would be comprised of primarily residential
15 development growth concentrated near an existing suburban area
16 and to maintain the rural and open space character of this portion
17 of Riverside County. The proposed The Villages of Lakeview
18 Specific Plan proposes new suburban areas in proximity to other
19 areas within the Lakeview/Nuevo Area Plan that are designated for
20 urban and suburban development and to the existing rural
21 community of Lakeview/Nuevo. There are areas within The
22 Villages of Lakeview that are currently designated for agricultural
23 and rural uses, and open space; and portions of the project area
24 were provided with a "Community Development Overlay" by
25 Riverside County GP. This project also provides for
26 approximately 1,000 acres of open space for conservation through
27 the RCA on its land use plan, and concentrates development away
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1 from biologically sensitive areas thus preserving the Lakeview
2 Mountains as open space in perpetuity. The project proposes to
3 concentrate growth near the existing Ramona Expressway (future
4 CETAP Mid-County Parkway) which is a corridor intended to link
5 and focus urban/suburban areas. Regardless, this project will
6 present a change in residential densities next to existing rural
7 properties and is not located adjacent to any existing urban or
8 suburban area. However, with the implementation of the proposed
9 buffers and setbacks from the existing adjacent agricultural uses
10 (300 feet), rural community (on- and off-site trails and extra 30-
11 foot setback), and wildlife area (500 feet), implementation of the
12 Design Guidelines of the Lakeview/Nuevo Area Plan, and The
13 Villages of Lakeview Specific Plan, the impacts to the existing
14 rural properties will be minimized. In the end, The Villages of
15 Lakeview Specific Plan will be left with approximately 2,800 acres
16 (the entire project site) of land within the Community
17 Development Foundation. After the project is implemented per
18 The Villages of Lakeview Specific Plan, approximately 48 percent
19 will be residential, commercial, and civic land uses; and 52 percent
20 will remain in various forms of open space (conservation, parks,
21 trails, earthen drainage channels, landscape setbacks, terrace
22 slopes, and open space). The City of San Jacinto borders the
23 project to the east. Although today the area is primarily dairies and
24 agriculture, the San Jacinto General Plan and a large specific plan
25 identify the area immediately to the east of the project as
26 developed commercial/industrial and residential area. Thus,
27 because the project preserves nearly 1,000 acres of conservation
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1 open space and over 50% of the project is some type of open
2 space, provides buffers and design standards that will transition to
3 less dense existing areas, is located along a CETAP corridor, and is
4 located immediately adjacent to suburban/urban uses planned in
5 San Jacinto, the project provides consistency with the General
6 Plan. See also discussion under LU2.1.a, above.

7 f. Site development to capitalize upon multi-modal transportation
8 opportunities and promote compatible land use arrangements that
9 reduce reliance on the automobile. The Lakeview/Nuevo area is a
10 rural area of Riverside County which has no multi-modal
11 transportation opportunities currently available to its residence.
12 The Villages of Lakeview's more urban densities will be
13 developed along Ramona Expressway which is a major
14 transportation corridor (future CETAP Mid County Parkway) that
15 could encourage the development of future bus routes to the area,
16 including buses from the project site to the planned Metrolink
17 Perris Valley commuter rail line to the area, including buses from
18 the project site to the planned Metrolink Perris Valley commuter
19 rail line to be located adjacent to the I-215. The proposed The
20 Villages of Lakeview Specific Plan offers a mix of residential
21 commercial services with the commercial portion of the project
22 that residents will be able to access either by bike or by foot,
23 reducing their reliance on automobiles. The Villages of Lakeview
24 also allows for the opportunity for a Park and Ride to be
25 developed.

26 g. Prevent inappropriate development in areas that are
27 environmentally sensitive or subject to severe natural hazards. The
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1 Villages of Lakeview Specific Plan residential development is set
2 back 500 feet from the San Jacinto Wildlife Area and retains over
3 1,000 acres of open space in the Lakeview Mountains and along
4 the San Jacinto River, both environmentally sensitive areas. The
5 proposed The Villages of Lakeview Specific Plan, being part of the
6 Lakeview/Nuevo area, has a very low liquefaction potential.
7 Conformance with the Uniform Building Code standards,
8 enforcement of setbacks from local faults, and sound grading
9 practices will help to mitigate any potentially concerning
10 circumstances. Within the northern portion of the
11 Lakeview/Nuevo area and within the project site is the 100-year
12 flood plain. No habitable structures will be developed in the flood
13 plain. This area will be developed as park land or open space. The
14 toe of slope of the Lakeview Mountains have been identified has
15 having the potential for rockfall hazards. The project is designed
16 to address this issue, as discussed in the Geology/Soils section of
17 the EIR.

- 18 3.1 Accommodate land use development in accordance with the patterns and
19 distribution of use and density depicted on the General Plan Land Use
20 Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with
21 the following concepts: The Lakeview/Nuevo Area Plan's map designates
22 the approximate 2,800-acre project site with the following land uses:
23 Agriculture (AG) with and without a Community Development Overlay
24 (CDO), Rural Residential (RR) with a Community Development Overlay,
25 Low Density Residential – Rural Community (LDR-RC), Very Low
26 Density Residential – Rural Community (VLDR-RC), Rural Mountainous
27 (RM), Low Density Residential – Community Development (LDR – CD),
28

1 Open Space Conservation (OS-C), and Commercial Retail (CR).
2 Although an approximate 1,445-acre portion of the project is within the
3 Community Development General Plan Foundation or entitled to a
4 Community Development Overlay (CDO), the Lakeview/Nuevo Area PI
5 did not provide this CDO area with development standards or intensities
6 by which it should be developed, nor did the County provide developed
7 "Buildout" assumptions for this area in the Statistical Summary for the
8 Lakeview/Nuevo Area Plan or the General Plan. As defined in the
9 Lakeview/Nuevo Area Plan *Table 2: Statistical Summary of*
10 *Lakeview/Nuevo Area Plan*, the combined communities could expect
11 approximately 26,778 dwelling units at buildout within the 27.745 acres
12 that comprise Lakeview/Nuevo Area Plan. The Villages of Lakeview
13 Specific Plan proposes 11,150 homes within its 2,789 acres. By
14 comparison, the project area makes up approximately 10 percent of the
15 Lakeview/Nuevo Area Plan while the number of dwelling units makes up
16 42 percent of all the dwelling units anticipated. Based on the Area Plan's
17 statistics, there would be approximately 1 dwelling unit per acre while the
18 project would provide four times that density over its entire project area.
19 Within the project development the lowest density proposed is 5-8
20 dwelling units per acre to a high of 40 dwelling units per acre in the Town
21 Center. In June 2006, the Riverside County Board of Supervisors
22 approved a request by the applicant to proceed with a General Plan
23 Amendment to consider conversion of land within the project from
24 Agriculture, Rural, and Rural Community Foundations to the Open Space
25 and Community Development Foundations. The final outcome, if
26 approved, would result in approximately 1,095 acres in the Open Space
27 Foundation and approximately 1,684 acres in the Community
28

1 Development Foundation, according to the staff report from the June 2006
2 hearing. The findings and recommendations from this hearing can be
3 found in Appendix B (CD#3) of the DEIR. In this approval to proceed,
4 the County found that the Foundations are “unusually compelling” and
5 “based on ample evidence that new conditions or circumstances” exist that
6 justify modification on the General Plan which do not conflict with the
7 overall Riverside County Vision.

8 a. Accommodate communities that provide a balanced mix of land
9 uses, including employment, recreation, shopping, and housing.

10 The population of Riverside County is expected to be
11 approximately 3.4 million by 2030 and more housing units will be
12 needed to accommodate the new residents. At the countywide
13 level, the RCIP Vision Statement sets forth various topical visions
14 aimed at proactively dealing with the aforementioned need for
15 growth with its social and development issues, some of which
16 include: The idea that growth should not be forestalled but
17 accommodated with quality development; That population growth
18 is inevitable and therefore should be focused where it can be best
19 be accommodated; and That the County incentivize and stimulate
20 the development community “to exceed the norms of development
21 standards” to create “communities of excellence”. The proposed
22 project provides a mix of land uses within a master planned
23 community setting including a range of residential types, parks,
24 schools, over 1,000 acres of open space, commercial residential
25 mixed use, and public facilities. This comprehensive approach
26 will assist the County in meeting its vision and accommodating
27 project growth. The EIR evaluated in detail impacts to the
28

1 environment of the proposal; a fiscal impact report has been
2 prepared (Appendix K (CD#4)) which sets forth the conditions
3 under which the project will have a positive fiscal impact on the
4 County; infrastructure necessary to serve the project area is
5 evaluated in the specific plan and the EMWD Master Plan for
6 Water, Sewer, and Recycled Water in the Lakeview/Nuevo area
7 (EIR SCH 2007101043); and public services will be provided as
8 identified in the specific plan and addressed in the EIR.

- 9 b. Assist in and promote the development of infill and underutilized
10 parcels which are located in Community Development areas, as
11 identified on the General Plan Land Use Map. A large portion of
12 the proposed The Villages of Lakeview Specific Plan is proposed
13 for inclusion to a Community Development Overlay area as
14 identified by the RCIP. However, the existing properties within
15 the geographic area of The Villages of Lakeview have not
16 developed in accordance with those designations, so the existing
17 land uses of the geographic area of The Villages of Lakeview are
18 considered underutilized. Although those underutilized properties
19 are not within The Villages of Lakeview Specific Plan project area,
20 the development of the project, and the infrastructure that is
21 required, will indirectly facilitate the development of those
22 properties. Additionally, not all new development which will be
23 required to meet projected population demand within the County in
24 the next 25 years can be accommodated with infill development.
25 Therefore, because this project does develop parcels located with
26 Community Development areas, is not a traditional infill project,

1 and will assist in meeting the County's housing demand in the
2 future, it is consistent with the intent of the General Plan.

- 3 c. Create street and trail networks that directly connect local
4 destinations, and that are friendly to pedestrians, equestrians,
5 bicyclists, and others using non-motorized forms of transportation.

6 A multi-purpose trail system is provided along the side of several
7 level of roadway categories. All levels of street hierarchy include
8 a sidewalk and / or multi-purpose trail to facilitate pedestrian travel
9 and to permit pedestrian access to areas and trail within the
10 community. Pursuant to the Lakeview/Nuevo Area Plan, a
11 Community Trail is planned along the MWD Aqueduct. Trails are
12 also proposed to connect to the trails along the San Jacinto River.
13 The proposed development will not conflict with or hinder the
14 development of this trail.

- 15 d. Provide the opportunity to link communities through access to
16 multi-modal transportation systems. The Lakeview/Nuevo area is
17 a rural area of Riverside County which has no multi-modal
18 transportation opportunities currently available to its residence.
19 The Villages of Lakeview's more urban densities will be
20 developed along Ramona Expressway which is a major
21 transportation corridor (future CETAP Mid County Parkway) that
22 could encourage the development of future bus routes to the area,
23 including buses from the project site to the planned Metrolink
24 Perris Valley commuter rail line to the area, including buses from
25 the project site to the planned Metrolink Perris Valley commuter
26 rail line to be located adjacent to the I-215. The proposed The
27 Villages of Lakeview Specific Plan offers a mix of residential /
28

1 commercial services with the commercial portion of the project
2 that residents will be able to access either by bike or by foot,
3 reducing their reliance on automobiles. The Villages of Lakeview
4 also allows for the opportunity for a Park and Ride to be
5 developed.

- 6 e. Encourage the provision of public art. Although the Specific Plan
7 did not include policies that addressed the provision of public art,
8 mitigation measure MM Land Use 3 was included in EIR No. 471
9 to encourage public art, and to provide a mechanism for
10 interpretation of some of the historic land uses of the project site.
11 Public art and/or historic interpretation art or exhibits, shall be
12 incorporated into the project in a minimum of three locations.
13 Therefore, the project when complete will be consistent with this
14 General Plan policy.

- 15 3.2 Use open space, greenways, recreational lands, and watercourses as
16 community separators. The Villages of Lakeview will provide setbacks
17 and the use of the natural terrain to provide separation between the City of
18 San Jacinto and the wildlife area. Along the northwest boundary the
19 project proposes a 500-foot greenbelt which serves as a setback for
20 development from the San Jacinto Wildlife Area which may include parks,
21 agriculture, drainage facilities, and trails. This separates the Wildlife Area
22 from the proposed project. Along the eastern project boundary, the project
23 proposes to designate the hills as open space which separates the project
24 area from the City of San Jacinto. In addition, PA 77 includes a
25 Community Separator Overlay which will provide visual separation and
26 monumentation signage along the Ramona Expressway at the eastern site
27 boundary.

1 4.1 Require that new developments be located and designed to visually
2 enhance, not degrade the character of the surrounding area through
3 consideration of the following concepts:

4 a. Compliance with the design standards of the appropriate area plan
5 land use category. The proposed The Villages of Lakeview
6 Specific Plan has developed its own Design Guidelines, based
7 partially on the Lakeview/Nuevo Design Guidelines.

8 b. Require that structures be constructed in accordance with the
9 requirements of the County's zoning, building, and other pertinent
10 codes and regulations. The Villages of Lakeview Specific Plan has
11 established its own set of zoning standards, and development will
12 occur in accordance with those requirements and with all other
13 applicable zoning regulations not in the specific plan. Building
14 codes and other pertinent regulations will be applied to the project
15 as it develops.

16 c. Require that an appropriate landscape plan be submitted and
17 implemented for development projects subject to discretionary
18 review. Prior to the issuance of building permits, the Planning
19 Dept. must approve plans for developed common open space areas,
20 including landscaping and irrigation plans. Plans include final
21 grading plans, irrigation plans certified by a landscape architect,
22 certified landscape plans, fence treatment, and special treatment /
23 buffer area treatment plans. The Villages of Lakeview Specific
24 Plan Development Standards support this.

25 d. Require that new development utilize drought tolerant landscaping
26 and incorporate adequate drought-conscious irrigation systems.
27 The proposed The Villages of Lakeview Specific Plan's conceptual
28

1 landscape plan requires the implementation of water use efficiency
2 measures such as use of drought tolerant plants, grouping plans
3 with similar irrigation requirements, use of mulch, and water
4 efficient irrigation systems, consistent with County Ordinance No.
5 859, Article XIXf.

6 e. Pursue energy efficiency through street configuration, building
7 orientation, and landscaping to capitalize on shading and facilitate
8 solar energy, as provided for in Title 24 of the California
9 Administrative Code [Code of Regulations]. Passive energy
10 efficiency techniques will occur within the proposed The Villages
11 of Lakeview Specific Plan, including orientation of buildings,
12 planting trees to take advantage of sun and adequate roof
13 overhangs. Active energy efficiency measures will be addressed
14 and required on Title 24 for such methods as proper wall and
15 ceiling installation.

16 f. Incorporate water conservation techniques, such as groundwater
17 recharge basins, use of porous pavement, drought tolerant
18 landscaping, and water recycling, as appropriate. The Villages of
19 Lakeview Specific Plan maintains as much or more floodplain as
20 exists, so recharge will be maintained. Drought tolerant
21 landscaping will be implemented throughout the Specific Plan and
22 a demonstration garden is proposed, in order to educate
23 homeowners. The project will install nonpotable water lines to
24 utilize EMWD recycled water as it becomes available.

25 g. Encourage innovative and creative design concepts. Unique and
26 creative designs are encouraged and recommend providing
27 variation and interest in the development. Some of these elements
28

1 include building articulations, single story elements, roof forms
2 and pitches, shade and shadow relief, and varied architectural style.

3 h. Encourage the provision of public art. Although the Specific Plan
4 did not include policies that addressed the provision of public art,
5 mitigation measure MM Land Use 3 was included in EIR No. 471
6 to encourage public art, and to provide a mechanism for
7 interpretation of some of the historic land uses of the project site.
8 Public art and/or historic interpretation art or exhibits, shall be
9 incorporated into the project in a minimum of three locations.
10 Therefore, the project when complete will be consistent with this
11 General Plan policy.

12 i. Include consistent and well-designed signage that is integrated
13 with the building's architectural character. At the specific plan
14 level, no particular signs on buildings are proposed. Signage
15 standards within the specific plan are limited in their scope but will
16 conform to the project's design guidelines and Riverside County
17 Ordinance No. 348. The Design Guidelines provide for
18 monumentation of the community and signage. Commercial
19 signage will be submitted for approval by the County of Riverside
20 Planning Department.

21 j. Provide safe and convenient vehicular access and reciprocal access
22 between adjacent commercial uses. The project's circulation
23 system will be designed to provide safe and convenient vehicular
24 access to all commercial uses that complies with Riverside County
25 Transportation Department and Fire Department requirements.
26 During future site plan reviews, assessments can be made for the

1 possibility of reciprocal access between adjacent commercial,
2 business park, and light industrial uses.

3 k. Locate site entries and storage bays to minimize conflicts with
4 adjacent residential neighborhoods. At the time of site plan
5 review, the Riverside County Planning Department will apply all
6 applicable design standards to minimize conflicts with adjacent
7 residential neighborhoods.

8 l. Mitigate noise, odor, lighting, and other impacts on surrounding
9 properties. To the extent feasible at the specific plan level, the EIR
10 has found these types of impacts to be less than significant or
11 reduced to a less than significant level through mitigation included
12 in the EIR.

13 m. Provide and maintain landscaping in open spaces and parking lots.
14 The design guidelines of The Villages of Lakeview Specific Plan
15 provide guidance for designing open space landscaping in common
16 areas and requires that the developer or an established association
17 maintain all common landscape areas. The Guidelines also require
18 that all areas not devoted to parking, drive aisles, building, or
19 operational areas shall be landscaped and permanently maintained
20 and parking lots will be landscaped in accordance with Riverside
21 County Ordinance No. 348 requirements.

22 n. Include extensive landscaping. The proposed The Villages of
23 Lakeview Specific Plan has developed unique Design Guidelines
24 which will encourage appropriate landscaping. The tree planting
25 and landscaping program in The Villages of Lakeview Specific
26 Plan is proposed to be extensive with the use of drought tolerant
27 and non-invasive plant species. The proposed The Villages of
28

1 Lakeview Specific Plan will adhere to standards detailed in the
2 Specific Plan's landscaping standards and guidelines, and in
3 Riverside County Ordinance No. 348 and 859.

4 o. Preserve natural features, such as unique natural terrain, drainage
5 ways, and native vegetation, wherever possible, particularly where
6 they provide continuity with more extensive regional systems. The
7 natural features of the site include natural drainages and chaparral
8 types of vegetation within the Lakeview Mountains which are
9 supposed to be preserved in conservation open space. Some areas
10 of native vegetation along the San Jacinto River area also proposed
11 to be retained in open space. Both these areas are identified for
12 conservation and provide continuity with the regional system
13 identified in the Western Riverside County Multi-Species Habitat
14 Conservation Plan (MSHCP).

15 p. Require that new development be designed to provide adequate
16 space for pedestrian connectivity and access, recreational trails,
17 vehicular access and parking, supporting functions, open space,
18 and other pertinent elements. The project offers a trail network
19 along the public right-of-way with potential connections to a
20 regional trail network and access opportunities along the four mile
21 MWD aqueduct corridor. A minimum of four active parks
22 containing approximately 55 acres are included in The Villages of
23 Lakeview Specific Plan. Additionally, more than 50 acres of
24 passive parks are located adjacent to the San Jacinto Wildlife Area
25 (SJWA) and the Lakeview Mountains. An extensive trail system
26 connects parks, open space, and community facilities. Landscaped
27 streets include sidewalks for pedestrian access. The residential
28

1 community will have access to sidewalks and on-street bike lanes
2 within the greater area of Lakeview/Nuevo.

3 q. Design parking lots and structures to be functionally and visually
4 integrated and connected. Development within the proposed
5 project will comply with the specific plan's design guidelines and
6 applicable Riverside County zoning ordinance requirements
7 regarding the design and screening of parking areas.

8 r. Site buildings access points along sidewalks, pedestrian areas, and
9 bicycle routes, and include amenities that encourage pedestrian
10 activity. The Design Guidelines encourage buildings to be oriented
11 to public plazas and parks to encourage social gathering places for
12 the community. The guidelines also encourage development of
13 sidewalk cafes and outdoor restaurant seating. Within Town
14 Center area buildings will be fronted on major streets, internal
15 drive aisles, parking areas, and pedestrian areas. Entrances and
16 access points will be defined so they can be easily recognized.

17 s. Establish safe and frequent pedestrian crossings. Internal
18 sidewalks will connect to The Villages of Lakeview Specific Plan
19 development to internal parks and to other project areas.
20 Pedestrian connectivity and movement is emphasized in street and
21 parking areas designed with numerous crossing points at parking
22 and street improvements.

23 t. Create a human-scale ground floor environment that includes
24 public open areas that separate pedestrian space from auto traffic
25 or where mixed, it does so with special regard to pedestrian safety.
26 The Design Guidelines of The Villages of Lakeview provide
27 guidance for designing residential units with single-story elements.
28

1 Other provisions of The Villages of Lakeview, particularly the
2 central park in Planning Area 39 and the Mixed Use Village,
3 comply with this policy.

4 4.2 Require property owners to maintain structures and landscaping to a high
5 standard of design, health, and safety through the following:

6 a. Provide proactive code enforcement activities. The proposed The
7 Villages of Lakeview Specific Plan Design Guidelines will
8 complement the County-wide Design Guidelines applicable to this
9 area.

10 b. Promote programs and work with local service organizations and
11 educational institutions to inform residential, commercial, and
12 industrial property owners and tenants about property maintenance
13 methods. The Villages of Lakeview Specific Plan requires that a
14 Homeowner's Association shall be established for the specific plan
15 area, to assume ownership and maintenance responsibility for all
16 common recreation, open space, private circulation systems within
17 gated communities and within multi-family complexes, and
18 landscaped areas. The Homeowners' Association will enforce any
19 property and landscaping maintenance requirements established by
20 the association and as appropriate will provide homeowners will
21 information regarding maintenance methods. Ongoing educational
22 programs including property maintenance methods are a part of
23 The Villages of Lakeview community.

24 c. Promote and support community and neighborhood based efforts
25 for the maintenance, upkeep, and renovation of structures and sites.
26 The Villages of Lakeview Specific Plan requires that a
27 Homeowner's Association shall be established for the specific plan
28

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2 common recreation, open space, private circulation systems within
3 gated communities and within multi-family complexes, and
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5 property and landscaping maintenance requirements established by
6 the association and as appropriate will provide homeowners will
7 information regarding maintenance methods. Ongoing educational
8 programs including property maintenance methods are a part of
9 The Villages of Lakeview community.

- 10 5.1 Ensure that development does not exceed the ability to adequately provide
11 supporting infrastructure and services, such as libraries, recreational
12 facilities, transportation systems, and fire/police/medical services.

13 Through the payment of Riverside County's required development impact
14 fees (Ordinance No. 659), the implementation of the Periodic Medical
15 Needs Assessment, which is required by Mitigation Measure 4.15.7A of
16 the County General Plan EIR, and the implementation of mitigation
17 measures listed in the EIR, the impacts of the proposed The Villages of
18 Lakeview Specific Plan to public facilities and services will be less than
19 significant.

- 20 5.2 Monitor the capacities of infrastructure and services in coordination with
21 service providers, utilities, and outside agencies and jurisdictions to ensure
22 that growth does not exceed acceptable levels of service. The project
23 proponent and utility providers will monitor growth and utility demand to
24 ensure that the utility agency maintains adequate levels of service to the
25 area. The payment of Riverside County's required development impacts
26 fees (Ord. No. 659) and the implementation of mitigation measures listed

1 in the EIR shall ensure that growth is provided with appropriate
2 infrastructures for adequate level of services.

3 5.3 Review all projects for consistency with individual urban water
4 management plans. The Eastern Municipal Water District has prepared a
5 Water Supply Assessment which considered the District's Urban Water
6 Management Plan and determined that the District has adequate water to
7 supply to serve the proposed The Villages of Lakeview Specific Plan.

8 5.4 Ensure that development and conservation land uses do not infringe upon
9 existing public utility corridors, including fee owned rights-of-way and
10 permanent easements, whose true land use is that of "public facilities".
11 This policy will ensure that the "public facilities" designation governs
12 over what otherwise may be inferred by the large scale general plan maps.
13 The Villages of Lakeview designates several "public facilities" planning
14 areas, and will ensure that land uses do not infringe on existing public
15 utility corridors, such as the MWD easement that traverses through the
16 project site.

17 6.1 Require land uses to develop in accordance with the General Plan and area
18 plans to ensure compatibility and minimize impacts. The
19 Lakeview/Nuevo Area Plan's map designates the approximate 2,800-acre
20 project site with the following land uses: Agriculture (AG) with and
21 without a Community Development Overlay (CDO), Rural Residential
22 (RR) with a Community Development Overlay, Low Density Residential
23 - Rural Community (LDR-RC), Very Low Density Residential - Rural
24 Community (VLDR-RC), Rural Mountainous (RM), Low Density
25 Residential - Community Development (LDR - CD), Open Space
26 Conservation (OS-C), and Commercial Retail (CR). Although an
27 approximate 1,445-acre portion of the project is within the Community
28

1 Development General Plan Foundation or entitled to a Community
2 Development Overlay (CDO), the Lakeview/Nuevo Area Pl did not
3 provide this CDO area with development standards or intensities by which
4 it should be developed, nor did the County provide developed "Buildout"
5 assumptions for this area in the Statistical Summary for the
6 Lakeview/Nuevo Area Plan or the General Plan. As defined in the
7 Lakeview/Nuevo Area Plan *Table 2: Statistical Summary of*
8 *Lakeview/Nuevo Area Plan*, the combined communities could expect
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10 that comprise Lakeview/Nuevo Area Plan. The Villages of Lakeview
11 Specific Plan proposes 11,150 homes within its 2,789 acres. By
12 comparison, the project area makes up approximately 10 percent of the
13 Lakeview/Nuevo Area Plan while the number of dwelling units makes up
14 42 percent of all the dwelling units anticipated. Based on the Area Plan's
15 statistics, there would be approximately 1 dwelling unit per acre while the
16 project would provide four times that density over its entire project area.
17 Within the project development the lowest density proposed is 5-8
18 dwelling units per acre to a high of 40 dwelling units per acre in the Town
19 Center. In June 2006, the Riverside County Board of Supervisors
20 approved a request by the applicant to proceed with a General Plan
21 Amendment to consider conversion of land within the project from
22 Agriculture, Rural, and Rural Community Foundations to the Open Space
23 and Community Development Foundations. The final outcome, if
24 approved, would result in approximately 1,095 acres in the Open Space
25 Foundation and approximately 1,684 acres in the Community
26 Development Foundation, according to the staff report from the June 2006
27 hearing. The findings and recommendations from this hearing can be
28

1 found in Appendix B (CD#3) of the DEIR. In this approval to proceed,
2 the County found that the Foundations are “unusually compelling” and
3 “based on ample evidence that new conditions or circumstances” exist that
4 justify modification on the General Plan which do not conflict with the
5 overall Riverside County Vision. This project will have potential impacts
6 on the nearby communities and uses, however, setbacks and buffers
7 incorporated in the specific plan and mitigation measures included in the
8 EIR reduce all significant impacts to less than significant levels which
9 ensure compatibility issues are minimized.

10 6.3 Consider the positive characteristics and unique features of the project site
11 and surrounding community during the design and development process.

12 With respect to natural site characteristics, The Villages of Lakeview
13 Specific Plan utilizes three unique areas within the specific plan area as
14 passive open space areas: the Lakeview Mountains in the southeastern
15 portion of the specific plan, the Metropolitan Water District aqueduct that
16 runs through the central part of the specific plan, and the area in the
17 northwest portion of the specific plan adjacent to the San Jacinto River
18 and the SJWA. These unique areas will be incorporated into the passive
19 recreation and /or open spaces of the specific plan. Nuevo Development
20 Corporation has an on-going outreach program in place that addresses the
21 concerns of 1) local citizens, 2) environmentalists, and 3) Native
22 Americans; Nuevo has been collaborating with these groups for more than
23 three years. Nuevo Development Corporation took a leadership role in
24 creating a coalition of developers in the area to address infrastructure
25 issues through good regional planning efforts. Nuevo Development
26 Corporation’s support of efforts by Nutrilite and McAnally Enterprises to
27 retain an possibly expand their businesses locally is another example of
28

1 how the unique characteristics and features of the site and surrounding
2 community have been taken into consideration during the development
3 process.

4 6.4 Retain and enhance the integrity of existing residential, employment,
5 agricultural, and open space areas by protecting them from encroachment
6 of land uses that would result in impacts from noise, noxious fumes, glare,
7 shadowing, and traffic. Currently, the proposed The Villages of Lakeview
8 Specific Plan project site and surrounding lands are currently used for
9 open farmland, agricultural activities, and rural residential living.
10 However, the Lakeview/Nuevo area is rapidly developing with residential
11 land uses in its western boundaries near the City of Perris. Riverside
12 County has acknowledged that the geographic area of The Villages of
13 Lakeview Specific Plan will be developed with urban / suburban densities
14 by the placement of the Community Development Overlay. Additionally,
15 the Design Guidelines of the Specific Plan will provide for the buffering
16 of the surrounding community from this development.

17 6.5 Require buffering to the extent possible between urban uses and adjacent
18 rural/equestrian oriented land uses. The proposed The Villages of
19 Lakeview Specific Plan has equestrian trails running through it that will
20 continue to provide linkages to some of the rural / equestrian oriented land
21 uses; and the Specific Plan proposes various trails along some of the
22 perimeters of the project site adjacent to the existing rural uses to preserve
23 access to open space areas and offer a buffer between the project's urban
24 development and those uses. In addition, The Villages of Lakeview will
25 be buffered from the existing rural and equestrian properties through the
26 use of equestrian trails, open space areas, and site-specific designs. A
27 500-foot buffer is proposed between the development area and the SJWA.
28

1 A 300-foot buffer between project development and active agricultural
2 uses is required by mitigation in the EIR.

3 6.6 Require buffering between urban uses and adjacent rural/equestrian
4 oriented land uses. The proposed The Villages of Lakeview Specific Plan
5 has equestrian trails running through it that will continue to provide
6 linkages to some of the rural / equestrian oriented land uses; and the
7 Specific Plan proposes various trails along some of the perimeters of the
8 project site adjacent to the existing rural uses to preserve access to open
9 space areas and offer a buffer between the project's urban development
10 and those uses. In addition, The Villages of Lakeview will be buffered
11 from the existing rural and equestrian properties through the use of
12 equestrian trails, open space areas, and site-specific designs. A 500-foot
13 buffer is proposed between the development area and the SJWA. A 300-
14 foot buffer between project development and active agricultural uses is
15 required by mitigation in the EIR.

16 7.1 Accommodate the development of a balance of land uses that maintain
17 and enhance the County's fiscal viability, economic diversity, and
18 environmental integrity. The proposed The Villages of Lakeview is a
19 primarily residential specific plan, with some commercial and public
20 facilities uses also allowed. The Fiscal Impact Analysis for this specific
21 plan identify the conditions under which development of the project would
22 have a positive impact on the County's General Fund, and other public
23 facilities funds, thus enhancing the County's fiscal viability. Although
24 there are no areas designed for industrial or office uses within the project
25 area, the project allows for the development of up to 500,000 square feet
26 of retail / commercial uses. The environmental integrity of the project
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1 area and the County is being preserved through the conservation of over
2 1,000 acres of open space.

3 7.2 Promote and market the development of a variety of stable employment
4 and business uses that provide a diversity of employment opportunities.

5 The proposed The Villages of Lakeview Specific Plan will include up to
6 500,000 square feet of commercial development, which would provide the
7 area with new businesses and increase employment opportunities.

8 7.3 Promote the development of focused employment centers rather than
9 inefficient strip commercial development. The Villages of Lakeview

10 Specific Plan proposal includes up to 500,000 square feet of commercial
11 development, which would provide the area with new businesses and
12 increase employment opportunities.

13 7.12 Improve the relationship and ratio between jobs and housing so that
14 residents have an opportunity to live and work within the County. The

15 proposed The Villages of Lakeview Specific Plan will include up to
16 500,000 square feet of commercial development, which would provide the
17 area with new businesses and increase employment opportunities for
18 residents within the area.

19 8.1 Provide for permanent preservation of open space lands that contain
20 important natural resources, hazards, water features, watercourses, and

21 scenic and recreational values. The proposed The Villages of Lakeview
22 Specific Plan proposes to establish 1,013 acres of Open Space
23 Conservation lands with trails of which 927.4 acres are in the Lakeview
24 Mountains and over 34 acres in the flood plain. By designating this area
25 as Open Space, this land offers the community scenic and recreational
26 value and important natural resources.

1 8.2 Require that development protect environmental resources by compliance
2 with the Multipurpose Open Space Element of the General Plan and
3 Federal and State regulations such as CEQA, NEPA, the Clean Air Act,
4 and the Clean Water Act. The project is in compliance with all applicable
5 federal, state, and local regulations that protect environmental resources,
6 including the Western Riverside MSHCP, the General Plan's Open Space
7 Element, Clean Air Act and the Clean Water Act. The proposed Specific
8 Plan and all future implementing development proposals will comply with
9 applicable provisions of the California Environmental Quality Act
10 (CEQA).

11 8.3 Incorporate open space, community greenbelt separators, and recreational
12 amenities into Community Development areas in order to enhance
13 recreational opportunities and community aesthetics, and improve the
14 quality of life. The proposed The Villages of Lakeview Specific Plan
15 proposes to establish 1,013 acres of Open Space with trails of which 927.4
16 acres has been designated for Rural Mountain residential development but
17 which will now be preserved in conservation Open Space. Additionally,
18 the Specific Plan includes equestrian and mix-use trails, a greenbelt trail
19 along the MWD aqueduct, several parks containing at least 78 acres,
20 which could include play equipment, pool, picnic tables, and passive play
21 areas, and over 106 acres of passive parks and trailheads. These amenities
22 will enhance recreational opportunities and community aesthetics and
23 improve the quality of life compliant with Policy LU 8.3. In addition, PA
24 77 includes a Community Separator Overlay which requires that a
25 Community Separator be provided at the edge where the project abuts the
26 City of San Jacinto.

1 8.4 Allow development clustering and/or density transfers in order to preserve
2 open space, natural resources, and/or biologically sensitive resources. The
3 project proposes to cluster development into medium-high, high density,
4 and very-high density residential housing. The increase in residential
5 density and clustering will allow for preservation of over 1,000 acres of
6 open space which includes biologically sensitive resources in Lakeview
7 Mountains and along the San Jacinto River.

8 8.5 In conjunction with the CEQA review process, evaluate the potential for
9 residential projects not located within existing parks and recreation
10 districts or County Service Areas (CSAs) that provide for neighborhood
11 and community park development and maintenance to be annexed to such
12 districts or CSAs, and require such annexation where appropriate and
13 feasible. At the time of the recordation of final subdivision map(s), the
14 applicant and/or developer shall convey common greenbelt, common open
15 space areas, and neighborhood parks to the master property owner's
16 association or appropriate public maintenance agency.

17 9.1 Require that new development contribute their fair share to fund
18 infrastructure and public facilities such as police and fire facilities. The
19 proposed project will be required to pay its fair share of public safety and
20 infrastructure-related mitigation fees as per Riverside County Ordinance
21 No. 659.6. Additionally, the proposed project will allow for the
22 development of public facilities within the project area.

23 9.2 Require a fiscal impact analysis for specific plans and major development
24 proposals so as not to have a negative fiscal impact on the County. The
25 applicant submitted a Fiscal Impact Analysis for the Villages of Lakeview
26 dated January 19, 2009 (2009 FIA) (Appendix K to the DEIR, CD#4).
27 That report shows that using August 2007 pricing levels (See Table 3 in
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1 the 2009 FIA) there is projected to be a net fiscal surplus for the County as
2 a result of implementation of the proposed project. The January 2009
3 report also provided a fiscal impact analysis using December 2008 pricing
4 levels (See Table 2 in the 2009 FIA). The 2009 FIA shows a slight deficit
5 in the year 2020 which continues forward to year 2030, although the
6 project has a positive fiscal impact on the Fire Fund and Library
7 Fund. The 2009 FIA states that the Developer cannot afford to invest
8 capital dollars to start the Project until prices at least meet August 2007
9 pricing levels, if not higher, and when this occurs, all other assumptions
10 holding equal, the project will have a positive fiscal impact on the County
11 at build-out and 10 years projecting forward. Therefore, although the
12 2009 FIA identified a deficit using December 2008 pricing levels, the
13 project will not commence until market conditions warrant, i.e., until
14 prices meet August 2007 pricing levels. When that occurs, the projections
15 set forth in the 2009 FIA based upon the August 2007 pricing
16 levels demonstrate that the project will have a positive fiscal impact on the
17 County.

18 10.1 Provide sufficient commercial and industrial development opportunities in
19 order to increase local employment levels and thereby minimize long-
20 distance commuting. The Land Use Designations within the town center
21 of the project area are intended for commercial development with a limit
22 of 500,000 square feet of retail floor area which equates to approximately
23 1,000 jobs. The project also proposes approximately 11,150 homes which
24 would equate to approximately 34,000 inhabitants which will also create a
25 secondary tier of jobs such as landscape maintenance, mail carriers,
26 teachers, etc. Since the project area is situated in a rural area, outside of
27 an existing urban core, the number of available jobs in the area is currently
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1 limited. Although this project will increase local employment
2 opportunities, many of the residents of the proposed project will need to
3 commute outside of the community. To address this potential need for
4 commuting, the project includes a transit center and the applicant is
5 required to coordinate with the local transit company to see that service is
6 provided (MM Air 13). A community vehicle which can provide
7 commuter service to the Perris Valley Metrolink line is also required (MM
8 Air 11) and which can be used to minimize trips within the project as well.
9 Because commuting may be required, the project is designed to allow
10 residents to stay out of their cars once they return home. In addition to the
11 clustered and mixed use land plan, Development Standards and mitigation
12 measures require the project to: engage in public outreach efforts aimed at
13 informing residents about opportunities to utilize walking, public
14 transportation, carpooling, and bicycles; provide adequate bicycle parking,
15 designate parking spaces for high-occupancy vehicles and provide larger
16 parking spaces to accommodate vans used for ride sharing at the transit
17 center, library, public community center, Central Park parking area, and in
18 commercial areas. In addition, the project will hold acreage within the
19 Town Center for office uses, so that not all jobs created are
20 commercial/retail. Thus, the project provides both jobs and ways to
21 reduce individual vehicle trips for commuting, and reduces the need for
22 vehicle trips within the community which contributes to the project's
23 overall consistency with the General Plan overall despite this fact that the
24 amount of commercial/industrial development proposed is limited and
25 may not fully address the goals of this policy.

26 10.2 Ensure adequate separation between pollution producing activities and
27 sensitive emission receptors, such as hospitals, residences, and schools.
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1 The Ramona Expressway is anticipated to produce pollution, in the form
2 of diesel exhaust. No hospitals are proposed in the project, and all schools
3 are planned to be located at least 500 feet from the Ramona Expressway
4 and other major arterials in the project site which is considered to provide
5 adequate separation pursuant to guidance from the California Air
6 Resources Board. The project proposes residential development adjacent
7 to the Expressway and although development will be setback and
8 separated, where appropriate, from the Expressway with walls or other
9 buffering, there will be residences within 500 feet of the Ramona
10 Expressway. As noted above, the California Air Resources Board
11 guidance for siting new sensitive land uses to help reduce adverse air
12 quality impacts recommends a 500-foot buffer between sensitive land uses
13 and freeways or urban roads with 100,000 vehicles per day (i.e., Ramona
14 Expressway). The siting of residential uses within 500 feet of major
15 arterials and the Ramona Expressway is, however, a condition that occurs
16 throughout the County's General Plan, therefore, the project's siting of
17 residential uses is consistent with the County General Plan's siting of land
18 uses, despite this individual situation.

19 10.3 Accommodate the development of community centers and concentrations
20 of development to reduce reliance on the automobile and help improve air
21 quality. The Villages of Lakeview Specific Plan creates its own master-
22 planned consisting of medium high density, high density, and very high
23 density residential types, three proposed K-8 schools, mixed-use
24 commercial / residential, parks and open space that collectively may
25 contain the attributes that contribute to a community center. Accordingly,
26 The Villages of Lakeview will concentrate the densest residential
27 developments surrounding the proposed Mixed-Use Village thus reducing
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1 the reliance on automobiles. The Villages of Lakeview has been designed
2 to promote walkability, with extensive trails and pedestrian linkages
3 between residential areas, community areas and commercial areas.
4 Moreover, provisions for transit, biking and an electric vehicle charging
5 station at the public community center and/or commercial center are
6 included as part of the project to improve air quality and promote other
7 means of transportation.

8 10.4 Provide options to the automobile in communities, such as transit, bicycle
9 and pedestrian trails, to help improve air quality. The Villages of
10 Lakeview Specific Plan proposes sidewalks along all streets and as
11 extensive network of trails along most major roadways as a way to offer
12 pedestrian and bicycle “friendly” means of travel with the intent of
13 providing options to the use of the automobile for internal project area
14 travel as a way to help improve air quality.

15 11.1 Apply the following policies to areas where development is allowed and
16 that contain natural slopes, canyons, or other significant elevation changes,
17 regardless of land use designation:

18 c. Require that areas with slope be developed in a manner to minimize the
19 hazards from erosion and slope failures. The proposed project
20 development retains over 1,000 acres of open space in the Lakeview
21 Mountains, which has been found to have potential for rockfall hazards.
22 In addition, those areas proposed for development that have slopes will be
23 analyzed at the time of implementing development applications for
24 erosion and slope stability.

25 f. Encourage the limitation of grading, cut, and fill to the amount
26 necessary to provide stable areas for structural foundations, street rights-
27 of-way, parking facilities, and other intended uses. The Villages of
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1 Lakeview has been designed to limit as much as possible the amount of
2 grading in the project area.

3 12.1 Provide land use arrangements that reduce reliance on the automobile and
4 improve opportunities for pedestrian, bicycle, and transit use in order to
5 minimize congestion and air pollution. The Villages of Lakeview Specific
6 Plan proposes high density residential development along a transportation
7 corridor and also proposes an area of mixed-use development combining
8 commercial and residential. Locating higher density development along
9 the Ramona Expressway (future CETAP Mid County Parkway) will
10 encourage bus transit connections to rail service which will help reduce
11 congestion and air pollution. This combination will improve opportunities
12 to rail service which will help reduce congestion and air pollution. This
13 combination will improve opportunities for pedestrian, bicycle, and transit
14 uses. The Specific Plan also proposes sidewalks along all streets and an
15 extensive network of trails along most major roadways as a way to offer
16 pedestrian and “bicycle-friendly” means of travel with the intent of
17 providing options to the use of the automobile for internal project area as a
18 way to help improve air quality. Provisions for transit, biking and an
19 electric vehicle charging station at the public community center and/or
20 commercial center are included as part of the project to improve air quality
21 and promote other means of transportation. The Villages of Lakeview will
22 also provide a transit center, including a bus stop and park-n-ride lot to
23 facilitate carpooling and/or use of public transportation. These design
24 elements within the project area will help to minimize roadway congestion
25 and air pollution.

26 12.2 Locate employment and service uses in areas that are easily accessible to
27 existing or planned transportation facilities. The Specific Plan is a
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1 concentrated residential development that proposes commercial and
2 service uses near the Ramona Expressway, an urban arterial. The
3 Riverside Transit Agency (RTA) does not currently provide bus service in
4 this portion of Riverside County. The location of these employment and
5 service uses along the Ramona Expressway will encourage bus transit
6 connections to planned commuter rail service near the I-215. As
7 development occurs, bus access (bus stops) to the project site should be
8 provided. Pursuant to mitigation measure MM Air 8, The Villages of
9 Lakeview will provide a transit center, including a bus stop and park-n-
10 ride lot to facilitate carpooling and/or use of public transportation.

11 12.3 Locate transit stations in community centers and at places of public,
12 employment, entertainment, recreation, and residential concentrations.

13 The Villages of Lakeview Specific Plan is a concentrated residential
14 development that proposes some commercial and service uses near the
15 Ramona Expressway. The Riverside Transit Agency (RTA) does not
16 currently provide bus service in this portion of Riverside County. The
17 location of these employment and service uses along the Ramona
18 Expressway will encourage bus transit connections to planned commuter
19 rail service near the I-215. As development occurs, bus assess (bus stops)
20 to the project site should be provided. Pursuant to mitigation measure
21 MM Air 8, The Villages of Lakeview will provide a transit center,
22 including a bus stop and park-n-ride lot to facilitate carpooling and / or use
23 of public transportation. Proof of compliance will be required prior to the
24 issuance of the 2,632nd building permit.

25 12.4 Incorporate safe and direct multi-modal linkages in the design and
26 development of projects, as appropriate. The proposed project has been
27 designed to incorporate sidewalks for pedestrians along all roadways.
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1 This system will provide the members of the community an alternate
2 method of travel in order to reduce residents' reliance on automobiles to
3 reach these destinations. Vehicular access to all portions of the project
4 site will be designed and developed in compliance with Riverside County
5 standards. An extensive system of trails for bikes and pedestrians
6 connects residential areas to local services and shopping, as well as to
7 regional trails and open space.

8 12.5 Allow traffic-calming elements, such as narrow streets, curb bulbs,
9 textured paving, and landscaping, where appropriate. Traffic-calming
10 elements such as street tapers and roundabouts are proposed within The
11 Villages of Lakeview Specific Plan. Landscaping will also be utilized as
12 an integral part of the internal roadways as a traffic-calming element.

13 12.6 Require that adequate and accessible circulation facilities exist to meet the
14 demands of a proposed land use. Implementation of mitigation measures
15 described in the Traffic Section of the EIR will ensure that demands of the
16 project circulation will be met.

17 13.1 Preserve and protect outstanding scenic vistas and visual features for the
18 enjoyment of the traveling public. Retention of the mountains as open
19 space avoids substantial damage to scenic resources for the traveling
20 public. The aesthetics section of the EIR evaluated potential impacts to
21 the scenic resources listed and determined that all potential significant
22 adverse impacts associated with the proposed project were found to be less
23 than significant without mitigation with the exception of the development
24 of the proposed tank(s) in the Lakeview Mountains. With implementation
25 of mitigation measures in the aesthetic section of the EIR, impacts to the
26 scenic highway from the tank(s) will be less than significant.

1 13.2 Incorporate riding, hiking, and bicycle trails and other compatible public
2 recreational facilities within scenic corridors. The project offers a local
3 trail network along the public right-of-way with potential connections to
4 the MWD aqueduct corridor. A minimum of four active parks containing
5 approximately 55 acres are included in The Villages of Lakeview Specific
6 Plan. Additionally, more than 50 acres of passive parks are located
7 adjacent to the San Jacinto Wildlife Area (SJWA) and the Lakeview
8 Mountains. An extensive trail system connects parks, open space and
9 community facilities.

10 13.3 Ensure that the design and appearance of new landscaping, structures,
11 equipment, signs, or grading within Designated and Eligible State and
12 County scenic highway corridors are compatible with the surrounding
13 scenic setting or environment. All buildings in The Villages of Lakeview
14 Specific Plan will utilize elements of architectural styles described in the
15 Specific Plan's Design Guidelines and will enhance the character of the
16 area. With sufficient buffering, landscaping, and separation from the
17 adjacent properties as described under previous policies, the project would
18 not degrade the character of the immediate area.

19 13.4 Maintain at least a 50-foot setback from the edge of the right-of-way for
20 new development adjacent to Designated and Eligible State and County
21 Scenic Highways. Retention of the mountains as open space avoids
22 substantial damage to scenic resources for the traveling public. The
23 aesthetics section of the EIR evaluated potential impacts to the scenic
24 resources listed and determined that all potential significant adverse
25 impacts associated with the proposed project were found to be less than
26 significant without mitigation with the exception of the development of
27 the proposed tank(s) in the Lakeview Mountains. With implementation of
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1 mitigation measures in the aesthetic section of the EIR, impacts to the
2 scenic highway from the tank(s) will be less than significant.

3 13.5 Require new or relocated electric or communication distribution lines,
4 which would be visible from Designated and Eligible State and County
5 Scenic Highways, to be placed underground. The Public Facilities and
6 Phasing Requirements of the project requires any new electric or
7 communication facilities to be placed underground. There are existing
8 electrical and communication lines that are above ground, some of which
9 are too big to be placed under ground. Placing these existing lines are at
10 the discretion of the responsible agencies.

11 13.6 Prohibit offsite outdoor advertising displays that are visible from
12 Designated and Eligible State and County Scenic Highways. The zoning
13 ordinance for the project prohibits outdoor advertising displays.

14 13.7 Require that the size, height, and type of on-premise signs visible from
15 Designated and Eligible State and County Scenic Highways be the
16 minimum necessary for identification. The design, materials, color, and
17 location of the signs shall blend with the environment, utilizing natural
18 materials where possible. The Design Guidelines for the project addresses
19 size, height, and type of sign allowed for the project.

20 13.8 Avoid the blocking of public views by solid walls. The aesthetic section
21 of the EIR states that the project will avoid, where feasible, placing solid
22 walls to avoid blocking the public view.

23 16.1 Encourage retaining agriculturally designated lands where agricultural
24 activity can be sustained at an operational scale, where it accommodates
25 lifestyle choice, and in locations where impacts to and from potentially
26 incompatible uses, such as residential uses, are minimized, through
27 incentives such as tax credits. The Villages of Lakeview Specific Plan
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1 would not retain the Agricultural (AG) designated lands within the project
2 area. The Lakeview/Nuevo Area Plan contains 2,031 acres of AG
3 designated land which is 7.3 percent of the all land comprising this Area
4 Plan. Within Riverside County, only the San Jacinto Valley Area Plan
5 designates a greater percentage of land to AG with 9.4 percent. The
6 majority of the Lakeview/Nuevo AG designated land is concentrated
7 along the northern boundary of the Lakeview area and separated from
8 other communities by dedicated conservation or park lands. The Villages
9 of Lakeview project designates development upon approximately 106
10 acres of AG land not covered by the CDO. A Community Development
11 Overlay exists over 714 acres of this AG land allowing this property to be
12 developed with a wide variety of land uses permitted under the
13 Community Development Foundation. The approximately 820 acres
14 represent 40 percent of all the AG designated land within the
15 Lakeview/Nuevo Area Plan. The project is consistent with the CDO and
16 CDF intent. The 106 acres of AG designated land will be converted to
17 CDF within the standard 2.5-year provision of 7% agriculturally
18 designated land conversions. The first 2½-Year Cycle commenced
19 January 1, 2004. The Ramona Expressway and the Lakeview Mountains
20 will separate most of the proposed residential development from the
21 remaining Agriculturally designated lands to the north. A 300-foot
22 setback between development and active agricultural uses is required as
23 mitigation within the EIR to provide better land use compatibility between
24 developed areas and areas still retained for agricultural operations. The
25 County of Riverside General Plan accounted for approximately 22,000
26 acres of land designated as Agriculture Foundation in the 2003 General
27 Plan in the western part of the County. This does not account for
28

1 subsequent annexations, incorporations, or policy areas. As of April 2008,
2 less than 100 acres of land designated as Agriculture Foundation had been
3 converted to other land use Foundation designations since the adoption of
4 the General Plan. This represents less than 1 percent over 4½ years. The
5 current Agricultural Foundation conversion cycle allowance for 1/1/09–
6 6/30/11 is approximately 4,500 acres of agricultural land because prior
7 cycles had such few acres converted. Therefore, even if the project were to
8 convert all approximately 800 acres during this cycle, it would be well
9 within the allowance. Based on the conversions that have already taken
10 place, the County has not exceeded the land that can be converted every
11 2½ years and the project will not exceed the limits established in this
12 General Plan process. Therefore, although agricultural land will be
13 converted to development, the project is consistent with the GP because
14 over 700 of the over 800 acres of existing agriculture that will be lost are
15 designated CDO, and because the conversion of the remaining
16 approximately 106 acres during the 2½-year 7% cycle is well below the
17 allotments set up as part of the GP, the project is consistent with the
18 General Plan.

19 16.2 Protect agricultural uses, including those with industrial characteristics
20 (dairies, poultry, hog farms, etc.) by discouraging inappropriate land
21 division in the immediate proximity and allowing only uses and intensities
22 that are compatible with agricultural uses. The Ramona Expressway and
23 the Lakeview Mountains will separate most of the prepared residential
24 development from the remaining Agriculturally designated land to the
25 north. To avoid potential land use compatibility impacts, a 300-foot
26 setback between development and agricultural uses is required as
27 mitigation within the EIR.
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1 16.4 Encourage conservation of productive agricultural lands. Preserve prime
2 agricultural lands for high-value crop production. The Villages of
3 Lakeview Specific Plan and its related General Plan Amendment will
4 eliminate the AG designation within the project boundaries. Designated
5 Farmland is a resource based on soil types which is regulated by the
6 California Department of Conservation. The Department of Conservation
7 maintains maps identifying important farmland across the state. Based on
8 the maps for Western Riverside County, the project site is identified as
9 having Prime Farmland, Farmland of Statewide Importance, and Farmland
10 of Local Importance. Prime Farmland includes lands with the best
11 combination of physical and chemical features for the production of
12 agricultural crops, and encompass approximately 246 acres. Unique
13 Farmland includes 23 acres on-site. Farmland of Local Importance
14 encompasses approximately 839 acres, which includes a broad spectrum
15 of lands. Currently, there is approximately 250 acres of active
16 agriculturally productive lands, 89 acres of active egg production, and 150
17 acres active thoroughbred ranch. The proposed project does not
18 accommodate the preservation of these designated Farmlands, however,
19 some local agricultural uses may be allowed such as community and / or
20 demonstration gardens. Mitigation measures within Section 5.2 of the EIR
21 require agricultural easements on off-site lands within the area, setbacks
22 from some existing agriculture, and community gardens on-site.

23 16.6 Require consideration of State agricultural land classification
24 specifications when a 2 ½-year Agriculture Foundation amendment to the
25 General Plan is reviewed that would result in a shift from an agricultural
26 to a non-agricultural use. The Riverside County Board of Supervisors has
27 given permission for this project to proceed with a Foundation Component
28

1 Amendment to the Land Use Element of the General Plan. In addition,
2 714 acres of the areas within The Villages of Lakeview that are designated
3 for Agriculture also have a Community Development Overlay. This
4 means that the 2 1/2 -year Agricultural Foundation General Plan
5 Amendment cycle is applicable to approximately 106 acres of the project.

6 16.7 Adhere to Riverside County's Right-to-Farm Ordinance. Any tentative
7 residential subdivision that is within 300 feet of the agriculturally-zoned
8 properties to the north of the project site will provide notice to the future
9 landowners in accordance with Ordinance No. 625. To be consistent with
10 the ordinance, a 300-foot setback between development and active
11 agricultural uses is required as mitigation within the EIR.

12 17.1 Require that grading be designed to blend with undeveloped natural
13 contours of the site and avoid an unvaried, unnatural, or manufactured
14 appearance. The project area is relatively flat and will not encroach upon
15 the very steep hillsides. However, some Planning Areas of the Specific
16 Plan will require terraced grading. The specific plan Development
17 Standards require that grading within these areas provide slopes that avoid
18 an unvaried, unnatural, or manufactured appearance where the grading
19 intersects with the natural slopes.

20 17.2 Require that adequate and available circulation facilities, water resources,
21 sewer facilities and/or septic capacity exist to meet the demands of the
22 proposed land use. At the present time there are not adequate facilities
23 available to meet the needs of The Villages of Lakeview. However,
24 through County regulations and mitigation measures, which include the
25 payment of development impact fees, and the construction of utility
26 facilities, facilities can be constructed to meet the needs of the proposed
27 project. The EMWD Master Plan of Water, Sewer, and Recycled Water
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1 facilities identifies needed infrastructure which is evaluated in its
2 respective EIR (SCH No. 2007101043). The Water Source Assessment
3 for this project prepared by EMWD indicates that water resources are
4 available to serve the project.

5 17.3 Ensure that development does not adversely impact the open space and
6 rural character of the surrounding area. The Villages of Lakeview
7 Specific Plan ensures that development within the Lakeview Mountains
8 will be avoided by designating the entire area as Open Space.
9 Additionally, sensitive archeological sites and sensitive biological
10 resources within the open space will be preserved. The project includes
11 the development of a relatively high density residential development near
12 a rural community. Setbacks, trail easements, and trail heads will allow
13 for appropriate transitions to surrounding uses and compatibility issues
14 can be addressed to retain the rural character adjacent to the existing rural
15 areas through the implementation of the Lakeview/Nuevo Design
16 Guidelines. The intensity of the development will also place a greater
17 number of people within easy reach of open space. Over 1,000 acres of
18 open space will be preserved as part of the project. As part of the
19 management of the open space, limited recreational uses will be allowed
20 within this area (trails, horseback riding, etc) However, with the
21 introduction of over 30,000 people into this area, potential significant
22 indirect impacts to archeological resources within the project open space
23 will still remain. Therefore, because the project preserves important open
24 space and is designed to provide appropriate transitions to the rural
25 community this GP policy has been met and the Board actions will be
26 indicating that project is consistent with the General Plan, if approved.

1 17.4 Encourage clustered development where appropriate on lots smaller than
2 the underlying land use designation would allow. While lot sizes may
3 vary, the overall project density must not exceed that of the underlying
4 land use designation unless associated with an incentive program. The
5 Villages of Lakeview Specific Plan is a clustered residential development,
6 concentrating on higher density development on the flatter areas, while
7 preserving over 1,000 acres of open space. However, the Riverside
8 County General Plan will be amended to reflect this project. Accordingly,
9 the Riverside County Board of Supervisors granted this project permission
10 to proceed with a Foundation Component general plan amendment.

11 17.5 Encourage parcel consolidation. The master developer for The Villages of
12 Lakeview has assembled over 147 parcels through over 18 transactions to
13 form the project site. This consolidation of parcels under one control
14 offers the ability to preserve over 1,000 acres of open space as envisioned
15 by the MSHCP and will provide funding such that the CETAP corridor
16 may be constructed more quickly than if scattered ownerships had
17 developed over time.

18 18.1 Require that structures be designed to maintain the environmental
19 character in which they are located. There will be few or no structures
20 within the areas of the Specific Plan designated as Open Space. Tanks for
21 water storage will be sited within the hills surrounded by Open Space.
22 These structures are required by mitigation measures to be screened to
23 minimize visual impacts.

24 22.1 Accommodate the development of single- and multi-family residential
25 units in areas appropriately designated by the General Plan and area plan
26 land use maps. The proposed project provides a range of densities that
27 will allow for both single- and multi-family residences to be built within
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1 the specific plan area which is consistent with the General Plan vision and
2 the Community Development Foundation.

3 22.2 Accommodate higher density residential development near community
4 centers, transportation centers, employment, and services areas. The
5 Villages of Lakeview Specific Plan has a new proposed Mixed Use Town
6 Center area, which is intended to reflect Riverside County's Community
7 Center land use designation. In effect, it is creating a new community
8 center in the Lakeview/Nuevo Area Plan. Within the proposed Mixed Use
9 Village, uses such as commercial uses and transportation nodes will occur.
10 The Villages of Lakeview proposes higher density residential uses near the
11 Mixed Use Town Center, thereby complying with the intent of the policy,
12 albeit with a new Community Center.

13 22.3 Require that adequate and available circulation facilities, water resources,
14 and sewer facilities exist to meet the demands of the proposed residential
15 land use. At the present time there are not adequate facilities available to
16 meet the needs of The Villages of Lakeview. However, through County
17 regulations and mitigation measures, which include the payment of
18 development impact fees, and the construction of utility facilities, facilities
19 can be constructed to meet the needs of the proposed project. The EMWD
20 Master Plan of Water, Sewer, and Recycled Water facilities identifies
21 needed infrastructure which is evaluated in its respective EIR (SCH No.
22 2007101043). The Water Source Assessment for this project prepared by
23 EMWD indicates that water resources are available to serve the project.

24 22.4 Accommodate the development of a variety of housing types, styles and
25 densities that are accessible to and meet the needs of a range of lifestyles,
26 physical abilities, and income levels. The Villages of Lakeview Specific
27 Plan consists of medium high (5-8 du/acre), high density (8 to 14 du/acre),
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1 and very high density (14 to 20 du/acre) residential uses. In addition, the
2 Mixed Use Town Center will allow for the integration of commercial and
3 residential uses. It is intended that the Specific Plan, through the various
4 residential densities, will cater to a range of lifestyles, physical abilities,
5 and income levels. Some areas are planned for active adult living.

6 22.5 Integrate a continuous network of parks, plazas, public squares, bicycle
7 trails, transit systems, and pedestrian paths to provide both connections
8 within each community and linkages with surrounding features and
9 communities. The project offers a trail network along the public right-of-
10 way with potential connections to a regional trail network and access
11 opportunities along the four-mile MWD aqueduct corridor. A minimum
12 of four active parks containing approximately 55 acres are included in The
13 Villages of Lakeview Specific Plan. Additionally, more than 50 acres of
14 passive parks are located adjacent to the San Jacinto Wildlife Area
15 (SJWA) and the Lakeview Mountains. An extensive trail system connects
16 parks, open space, and community facilities. Landscaped streets include
17 sidewalks for pedestrian access. The residential community will have
18 access to sidewalks and on-street bike lanes within the greater area of
19 Lakeview/Nuevo.

20 22.6 Require setbacks and other design elements to buffer residential units to
21 the extent possible from the impacts of abutting agricultural, roadway,
22 commercial, and industrial uses. The boundaries between the intermixed
23 residential and commercial uses and the surrounding residential areas shall
24 be designed to provide an appropriate buffer between these uses which
25 will address potential aesthetic, noise, and traffic impacts. County policy
26 requires a 50-foot setback from all eligible scenic highways which will
27 apply to the Ramona Expressway. As mitigation within the EIR and in
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1 concert within Ordinance NO. 625, a 300-foot setback is required between
2 active agriculture and project development. Planning Area 26 includes a
3 large storm drain channel and landscaping which will serve to buffer
4 project development from the existing Nutrilite plant.

5 22.7 Allow for reduced street widths to minimize the influence of the
6 automobile and improve the character of a neighborhood, in accordance
7 with the Riverside County Fire Department. It is intended that the higher
8 density residential portions of the specific plan may have narrow private
9 streets, the widths of which will be determined in coordination with
10 County Transportation Department and the California Department of
11 Forestry, which acts as the Riverside County Fire Department. The
12 specific plan includes reduced street sections and roundabouts which meet
13 the intent of this policy.

14 22.8 Establish activity centers within or near residential neighborhoods that
15 contain services such as child or adult-care, recreation, public meeting
16 rooms, convenience commercial uses, or similar facilities. The Villages of
17 Lakeview specific plan includes a large area designated as a Mixed-Use
18 Town Center which will include commercial and residential development.
19 It is foreseeable that the development of this area will include services as
20 desired in this policy. In addition, the Resort Village and Central Park in
21 Planning Area 39, in addition to smaller neighborhood centers, will
22 include "Park Houses" and / or other amenities and services such as those
23 identified in this policy.

24 22.9 Require residential projects to be designed to maximize integration with
25 and connectivity to nearby community centers, rural villages, and
26 neighborhood centers. The project includes a mixed – use neighborhood /
27 commercial center that would be well-integrated into the residential area.
28

1 Additionally, there are internal trails and roadway that will connect the
2 project site to the surrounding community.

3 22.10 Require that residential units/projects be designed to consider their
4 surroundings and to visually enhance, not degrade, the character of the
5 immediate area. All buildings in The Villages of Lakeview specific plan
6 will utilize elements of architectural styles described in the Specific Plan's
7 Design Guidelines and will enhance the character of the area. With
8 sufficient buffering, landscaping, and separation from the adjacent
9 properties as described under previous policies, the project would not
10 degrade the character of the immediate area.

11 25.3 Require that new public facilities protect sensitive uses, such as schools
12 and residences, from the impacts of noise, light, fumes, odors, vehicular
13 traffic, parking, and operational hazards. The area designated as public
14 facilities within The Villages of Lakeview specific plan are facilities
15 operated by Metropolitan Water District, County Flood Control, and/ or
16 EMWD. Implementing projects may require public facilities in the future,
17 such as drainage facilities. Those facilities will be designed to have
18 minimal impact to the surrounding land uses, and thus will comply with
19 this policy. Construction and operations of currently anticipated major
20 facilities have been evaluated in the EIR and the EMWD Master Plan of
21 Water, Sewer, and Recycled Water EIR (SCH No. 2007101043).

22 25.4 Require that adequate and available circulation facilities, water resources,
23 and sewer facilities exist to meet the demands of the proposed land use.
24 At the present time there are not adequate facilities available to meet the
25 needs of The Villages of Lakeview. However, through County regulations
26 and mitigation measures, which include the payment of development
27 impact fees, and the construction of utility facilities, facilities can be
28

1 constructed to meet the needs of the proposed project. The EMWD
2 Master Plan of Water, Sewer, and Recycled Water facilities identifies
3 needed infrastructure which is evaluated in its respective EIR (SCH No.
4 2007101043). The Water Source Assessment for this project prepared by
5 EMWD indicates that water resources are available to serve the project.

6 E. Noise Element Policies

7 1.2 Guide noise-tolerant land uses into areas irrevocably committed to land
8 uses that are noise-producing, such as transportation corridors or within
9 the projected noise contours of any adjacent airports. The project places
10 residential land uses in with commercial land uses, and also places
11 sensitive land uses next to Ramona Expressway, a major transportation
12 corridor, therefore the project is not consistent with this policy. On face
13 value, this is the case, however, County policy, and project Development
14 Standards and mitigation measures require that roadway noise be
15 mitigated to less than significant levels through construction of sound
16 barriers and/or modifications to building construction. The project is not
17 affected by airport noise. Thus, with adherence to County policy, and
18 project Development Standards and mitigation measures, the project will
19 be consistent with this policy as the project is implemented.

20 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on
21 the residents, employees, visitors, and noise-sensitive uses of Riverside
22 County. The project will mitigate adverse impacts of excessive noise to
23 residents, employees, visitors, and noise sensitive uses of Riverside
24 County. After finalized information regarding road elevations and pad
25 heights become available, a subsequent acoustical study will be performed
26 to assess the necessary height of noise barriers to obtain appropriate noise
27 standard levels for sensitive receptors and commercial land uses. To
28

1 retain visibility and access, setbacks, berms, and walls may be used to
2 achieve acceptable levels.

3 4.2 Develop measures to control non-transportation noise impacts. The exact
4 type of retail/commercial uses that will be occupying the commercial land
5 is unknown at this time, therefore, the types of noise generated by the on-
6 site businesses cannot be determined. However, final site, grading, and
7 architectural plans must be submitted for an acoustical plan check prior to
8 the issuance of building permits in order to verify all of the required
9 mitigation and specify any changes caused by plan revisions.

10 4.3 Ensure any use determined to be a potential generator of significant
11 stationary noise impacts be properly analyzed, and ensure that the
12 recommended mitigation measures are implemented. The exact type of
13 retail / commercial uses that will be occupying the commercial land is
14 unknown at this time, therefore, the types of noise generated by the on-site
15 businesses cannot be determined. However, final site, grading, and
16 architectural plans must be submitted for an acoustical plan check prior to
17 the issuance of building permits in order to verify all of the required
18 mitigation and specify any changes caused by plan revisions.

19 8.3 Require development that generates increased traffic and subsequent
20 increases in the ambient noise level adjacent to noise-sensitive land uses to
21 provide for appropriate mitigation measures. The project will mitigate
22 adverse impacts of excessive noise to residents, employees, visitors, and
23 noise sensitive uses of Riverside County. After finalized information
24 regarding road elevations and pad heights become available, a subsequent
25 acoustical study will be performed to assess the necessary height of noise
26 barriers to obtain appropriate noise standard levels for sensitive receptors

1 and commercial land uses. To retain visibility and access, setbacks,
2 berms, and walls may be used to achieve acceptable levels.

3 11.1 Utilize natural barriers such as hills, berms, boulders, and dense vegetation
4 to assist in noise reduction. The Design Guidelines of this Specific Plan
5 will provide for the buffering methods which do utilize natural barriers.

6 12.1 Minimize the impacts of construction noise on adjacent uses within
7 acceptable practices. The project will be subject to Riverside County
8 Ordinance No. 457, which regulates construction practices; and Riverside
9 County Ordinance No. 847, which regulates noise.

10 12.2 Ensure that construction activities are regulated to establish hours of
11 operation in order to prevent and/or mitigate the generation of excessive or
12 adverse noise impacts on surrounding areas. The project will be subject to
13 Riverside County Ordinance No. 457, which regulates construction
14 practices; and Riverside County Ordinance No. 847, which regulates
15 noise.

16 12.4 Require that all construction equipment utilizes noise reduction features
17 (e.g. mufflers and engine shrouds) that are no less effective than those
18 originally installed by the manufacturer. The mitigation measures of the
19 noise section of the EIR require that all construction equipment shall be
20 required to minimize noise from construction activities. Equipment
21 mufflers shall be maintained in proper operating order. All equipment
22 shall be operated in the quietest manner feasible. The contractor will be
23 required to comply with local noise control ordinances.

24 14.1 Minimize the potential adverse noise impacts associated with the
25 development of mixed-use structures where residential units are located
26 above or adjacent to commercial uses. The exact type of retail /
27 commercial uses that will be occupying the commercial land is unknown
28

1 at this time, therefore, the types of noise generated by the on-site
2 businesses cannot be determined. However, final site, grading, and
3 architectural plans must be submitted for an acoustical plan check prior to
4 the issuance of building permits in order to verify all of the required
5 mitigation and specify any changes caused by plan revisions.

6 14.2 Require that commercial and residential mixed-use structures minimize
7 the transfer or transmission of noise and vibration from the commercial
8 land use to the residential land use. The exact type of retail / commercial
9 uses that will be occupying the commercial land is unknown at this time,
10 therefore, the types of noise generated by the on-site businesses cannot be
11 determined. However, final site, grading, and architectural plans must be
12 submitted for an acoustical plan check prior to the issuance of building
13 permits in order to verify all of the required mitigation and specify any
14 changes caused by plan revisions.

15 14.3 Minimize the generation of excessive noise level impacts from
16 entertainment and restaurant/bar establishments into adjacent residential or
17 noise-sensitive uses. The exact type of retail / commercial uses that will
18 be occupying the commercial land is unknown at this time, therefore, the
19 types of noise generated by the on-site businesses cannot be determined.
20 However, final site, grading, and architectural plans must be submitted for
21 an acoustical plan check prior to the issuance of building permits in order
22 to verify all of the required mitigation and specify any changes caused by
23 plan revisions.

24 F. Open Space Element Policies

25 1.1 Balance consideration of water supply requirements between urban,
26 agricultural, and environmental needs so that sufficient supply is available
27 to meet each of these different demands. Eastern Municipal Water District
28

1 has prepared a Water Supply Assessment which determined that the
2 District will have adequate water to supply the proposed project and its
3 various uses.

4 2.1 Encourage the installation of water-conserving systems such as dry wells
5 and graywater systems, where feasible, especially in new developments.
6 The installation of cisterns or infiltrators shall also be encouraged to
7 capture rainwater from roofs for irrigation in the dry season and flood
8 control during heavy storms. The project will include a water quality
9 basin that will treat all on-site runoff. The basin and other water quality
10 swales will be landscaped to help percolate runoff as well as help recharge
11 the groundwater basin.

12 2.2 Where feasible, decrease stormwater runoff by reducing pavement in
13 development areas, and by design practices such as permeable parking
14 bays and porous parking lots with bermed storage areas for rainwater
15 detention. The project will include a water quality basin that will treat all
16 on-site runoff. The basin and other water quality swales will be
17 landscaped to help percolate runoff as well as help recharge the
18 groundwater basin.

19 2.3 Encourage native, drought-resistant landscape planting. The Villages of
20 Lakeview Specific Plan's conceptual landscape plan requires the
21 implementation of water conservation measures such as the use of drought
22 tolerant plants, grouping plants with similar irrigation improvements, use
23 of mulch, and water efficient irrigation systems consistent with County
24 Ordinance No. 859.

25 2.4 Support and engage in educational outreach programs with other agencies
26 that promote water conservation and wide-spread use of water-saving
27 technologies. The Villages of Lakeview Specific Plan requires that a
28

1 homeowner association shall be established for the specific plan area. The
2 homeowners association will enforce any property and landscaping
3 maintenance requirements established by the association and as
4 appropriate will provide homeowners with information regarding
5 maintenance methods. Ongoing educational programs including property
6 maintenance methods are a part of The Villages of Lakeview Community.

7 4.5 Retain storm water at or near the site of generation for percolation into the
8 groundwater to conserve it for future uses and to mitigate adjacent
9 flooding. The project will include a water quality basin that will treat all
10 on-site runoff. The basin and other water quality swales will be
11 landscaped to help percolate runoff as well as help recharge the
12 groundwater basin.

13 5.3 Based upon site, specific study, all development shall be set back from the
14 floodway boundary a distance adequate to address the following issues: a.
15 public safety; b. erosion; c. riparian or wetland buffer; d. wildlife
16 movement corridor or linkage; and e. slopes. Implementing projects
17 within the proposed Specific Plan will comply with the Flood and
18 Inundation section of the General Plan Safety Element. Upon completion,
19 the entirety of development of the Villages of Lakeview is outside of any
20 Flood Hazard areas.

21 5.4 Consider designating floodway setbacks for greenways, trails, and
22 recreation opportunities on a case-by-case basis. The portion of The
23 Villages of Lakeview that is located north of Ramona Expressway is
24 located within a 100-year floodplain limit. Although the floodplain limits
25 will be modified by the construction of the project, the areas of the
26 floodplain that remain in the Specific Plan are dedicated for greenways,
27 trails, parks, and other recreational uses.
28

- 1 11.3 Permit and encourage the use of passive solar devices and other state-of-
2 the-art energy resources. The Lakeview Green Design Program included
3 in The Villages of Lakeview contains a section titled Green Building
4 Development Standards, which requires various methods of energy
5 savings through technology.
- 6 16.1 Continue to implement Title 24 of the State Building Code. Establish
7 mechanisms and incentives to encourage architects and builders to exceed
8 the energy efficiency standards of Title 24. As stated in Section B.12.b of
9 The Villages of Lakeview Specific Plan, it is the goal for all homes and
10 businesses to exceed Title 24 standards by 15%.
- 11 16.2 Specify energy efficient materials and systems, including shade design
12 technologies, for County buildings. Although it is not specifically planned
13 at this point, it is intended that any potential future County buildings (such
14 as libraries) will be located within Planning Area 39. At the time of the
15 development of that planning area, the County will ensure compliance
16 with this policy.
- 17 16.3 Implement public transportation systems that utilize alternative fuels when
18 possible, as well as associated urban design measures that support
19 alternatives to private automobile use. The Villages of Lakeview is
20 establishing a Town Center Village, which is intended to emulate
21 Riverside County's Community Center land use designation. In general
22 terms, the most dense residential planning areas of the project are located
23 in close proximity to the Town Center Village. Additionally, the Town
24 Center Village has the potential for a greater residential density than the
25 rest of the specific plan. Although explicit plans for mass transit are not a
26 part of this project, the higher densities proposed will facilitate the need
27 for transit-oriented development. The project includes a trail system. This
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1 system will include a combination of greenbelts with linkages and
2 sidewalks located adjacent to roads and within roadway paseos. It will
3 incorporate trails for pedestrians, bicyclists, and equestrians in the form of
4 an integrated system of hard- and soft-surface trails. The trail system will
5 promote non-vehicular access to on-site recreational areas as well as to the
6 elementary schools and the Town Center Village.

7 16.5 Utilize federal, state, and utility company programs that encourage energy
8 conservation. It is one of the stated goals of The Villages of Lakeview to
9 exceed Title 24 standards by 15%. The project will also encourage the use
10 of conservation programs through SCE Customer Technology Application
11 Center. As discussed in the Lakeview Green Design program of the
12 Specific Plan, future homeowners within the project will be required to
13 install Energy Star-related model appliances.

14 16.7 Promote purchasing of energy-efficient equipment based on a fair return
15 on investment, and use energy-savings estimates as one basis for
16 purchasing decisions for major energy-using devices. To reduce further
17 energy demand, the proposed project will implement conservation
18 programs available through SCE Customer Technology Application
19 Center (CTAC). As discussed in the Lakeview Green Design program of
20 the Specific Plan, future homeowners within the project will be required to
21 install Energy Star-related model appliances.

22 16.8 Promote coordination of new public facilities with mass transit service and
23 other alternative transportation services, including bicycles, and design
24 structures to enhance mass transit, bicycle, and pedestrian use. The
25 Villages of Lakeview's higher densities will be developed along Ramona
26 Expressway, which is a major transportation corridor that could encourage
27 the development of future bus routes to the area. A multi-purpose trail
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1 system is provided along the side of several roadway categories. All
2 levels of street hierarchy include a sidewalk and/or multi-purpose trail to
3 facilitate pedestrian travel. Potential new public facilities will be located
4 either in the Town Center Village, or along alternative transportation
5 corridors, or both.

6 16.9 Encourage increased use of passive, solar design and day-lighting in
7 existing and new structures. The development standards for The Villages
8 of Lakeview Specific Plan encourage passive solar design and day-
9 lighting for new structures.

10 19.2 Review all proposed development for the possibility of archaeological
11 sensitivity. Section 5.5 of the EIR analyzed potential impacts to
12 archeological resources. The EIR incorporated mitigation measures
13 within the cultural resources section that reduce impacts to archeological
14 sites and resources.

15 19.3 Employ procedures to protect the confidentiality and prevent inappropriate
16 public exposure of sensitive archaeological resources when soliciting the
17 assistance of public and volunteer organizations. Section 5.5 of the EIR
18 analyzed potential impacts to archeological resources. The EIR
19 incorporated mitigation measures within the cultural resources section that
20 reduce impacts to archeological sites and resources.

21 19.4 Require a Native American Statement as part of the environmental review
22 process on development projects with identified cultural resources. The
23 EIR incorporates mitigation measures within the cultural resources
24 section, which require a Cultural Resource Management Plan (CRMP) be
25 prepared by the project proponent in consultation with Native American
26 tribes, and reviewed and approved by the County, as well as the U.S.
27 Army Corps of Engineers if it involves any resources within the Area of
28

1 Potential Effects (APE) for any Clean Water Act Section 404 permit
2 undertakings. The CRMP shall include an implementation schedule to
3 ensure that all required measures occur prior to potential impacts. Many
4 sites will require Phase II testing as part of the preparation of the CRMP,
5 which in turn will include a data recovery plan for significant sites that
6 cannot be avoided.

7 19.5 Transmit significant development proposals to the History Division of the
8 Riverside County Regional Park and Open-Space District for evaluation in
9 relation to the destruction/preservation of potential historical sites. Prior to
10 approval of any development proposal, feasible mitigation shall be
11 incorporated into the design of the project and its conditions of approval.

12 The EIR incorporates mitigation measures within the cultural resources
13 section, which require a Cultural Resource Management Plan (CRMP) be
14 prepared by the project proponent in consultation with Native American
15 tribes, and reviewed and approved by the County, as well as the U.S.
16 Army Corps of Engineers if it involves any resources within the Area of
17 Potential Effects (APE) for any Clean Water Act Section 404 permit
18 undertakings. The CRMP shall include an implementation schedule to
19 ensure that all required measures occur prior to potential impacts.

20 19.8 Whenever existing information indicates that a site proposed for
21 development may contain biological, paleontological, or other scientific
22 resources, a report shall be filed stating the extent and potential
23 significance of the resources that may exist within the proposed
24 development and appropriate measures through which the impacts of
25 development may be mitigated. Cultural and paleontological assessments
26 have been performed for this project and are discussed n Section 5.5 of the
27 EIR which includes mitigation measures to lessen potential impacts.
28

1 19.9 This policy requires that when existing information indicates that a site
2 proposed for development may contain paleontological resources, a
3 paleontologist shall monitor site grading activities, with the authority to
4 halt grading to collect uncovered paleontological resources, curate any
5 resources collected with an appropriate repository, and file a report with
6 the Planning Department documenting any paleontological resources that
7 are found during the course of site grading. Section 5.5 of the EIR
8 includes mitigation measures which call for paleontological monitoring
9 within areas identified as potentially significant and includes measures
10 should inadvertent discoveries be made.

11 19.10 Transmit significant development applications subject to CEQA to the San
12 Bernardino County Museum for review, comment, and/or preparation of
13 recommended conditions of approval with regard to paleontological
14 resources. Section 5.5 of the EIR includes mitigation measures which call
15 for paleontological monitoring within areas identified as potentially
16 significant and includes measures should inadvertent discoveries be made.

17 20.4 Provide for the needs of all people in the system of County recreation sites
18 and facilities, regardless of their socioeconomic status, ethnicity, physical
19 capabilities or age. The proposed project includes the construction of
20 many types of trail systems, open space areas, active parks, and passive
21 parks available to the general public. The recreation plan is provided to
22 the community as a whole and does not discriminate by socioeconomic
23 status, ethnicity, physical capabilities or age.

24 20.5 Require that development of recreation facilities occurs concurrent with
25 other development in an area. Recreational facilities will be built to
26 satisfy the population demand of the proposed project, as referenced in the
27
28

1 Open Space, Conservation, and Recreation Plan of The Villages of
2 Lakeview.

3 20.6 Require new development to provide implementation strategies for the
4 funding of both active and passive parks and recreational sites. The
5 project will provide adequate amounts of active parks and passive parks
6 by design. If it is determined that park acreages are insufficient, fees will
7 be paid in accordance with the Open Space, Conservation, and Recreation
8 Plan of The Villages of Lakeview.

9 21.1 Identify and conserve the skylines, view corridors, and outstanding scenic
10 vistas within Riverside County. Retention of the mountains as open space
11 avoids substantial damage to scenic resources for the traveling public.
12 The aesthetics section of the EIR evaluated potential impacts to the scenic
13 resources listed and determined that all potential significant adverse
14 impacts associated with the proposed project were found to be less than
15 significant without mitigation with the exception of the development of
16 the proposed tank(s) in the Lakeview Mountains. With implementation of
17 mitigation measures located within the aesthetic section of the EIR,
18 impacts to the scenic highway from the tank(s) will be less than
19 significant.

20 22.1 Design developments within designated scenic highway corridors to
21 balance the objectives of maintaining scenic resources with
22 accommodating compatible land uses. The development of The Villages
23 of Lakeview proposed adjacent to the Ramona Expressway will be setback
24 50-feet to meet County policy. The aesthetics section of the EIR evaluated
25 potential impacts to the scenic resources listed and determined that all
26 potential significant adverse impacts associated with the proposed project
27 were found to be less than significant without mitigation with the
28

1 exception of the development of the proposed tank(s) in the Lakeview
2 Mountains. With implementation of mitigation measures located within
3 the aesthetic section of the EIR, impacts to the scenic highway from the
4 tank(s) will be less than significant. Retention of the mountains as open
5 space avoids substantial damage to scenic resources on site.

6 22.3 Encourage joint efforts among federal, state, and County agencies, and
7 citizen groups to ensure compatible development within scenic corridors.

8 The Villages of Lakeview has developed a collaborative working
9 relationship to various governmental agencies with regards to addressing
10 scenic corridors and other aesthetic resources. In particular, the
11 proponents of The Villages of Lakeview have been working with the
12 Riverside County Transportation Department and Planning Department
13 with regards to protecting the scenic nature of Ramona Expressway, which
14 is designated a County Eligible Scenic Highway.

15 22.4 Impose conditions on development within scenic highway corridors
16 requiring dedication of scenic easements consistent with the Scenic
17 Highways Plan, when it is necessary to preserve unique or special visual

18 features. Ramona Expressway is a County Eligible Scenic Highway, and
19 thus is not subject to the State Highways Plan. However, the aesthetics
20 section of the EIR evaluated potential impacts to Ramona Expressway and
21 found that those impacts are less than significant.

22 22.5 Utilize contour grading and slope rounding to gradually transition graded
23 road slopes into a natural configuration consistent with the topography of
24 the areas within scenic highway corridors. The project area is relatively

25 flat and will not encroach upon the steep hillsides. However, some
26 Planning Areas of the Specific Plan will require terraced grading. The
27 Specific Plan development Plans and Standards require that grading within
28

1 these areas provide slopes that avoid an unvaried, unnatural, or
2 manufactured appearance where the grading intersects with natural slopes.

3 G. Population / Housing Element Policies

4 1.2 Ensure the availability of the Suitable sites for the development of
5 affordable housing to meet the needs of all household income levels,
6 including farm workers and other special needs population. The Villages
7 of Lakeview Specific Plan consists of medium high (5-8 du/ac), high
8 density (8 to 14 du/ac), and very high density (14 to 20 du/ac) residential
9 uses. In addition, the Mixed Use Town Center will allow for the
10 integration of commercial and residential uses. It is intended that the
11 Specific Plan, through the various residential densities, will cater to a
12 range of lifestyles, physical abilities, and income levels. Two hundred
13 fifty units are planned for affordable senior housing.

14 1.7 Encourage innovative housing, site plan design and construction
15 techniques to promote new affordable housing by the private sector. The
16 Villages of Lakeview Specific Plan consists of medium high (5-8 du/ac),
17 high density (8 to 14 du/ac), and very high density (14 to 20 du/ac)
18 residential uses. In addition, the Mixed Use Town Center will allow for
19 the integration of commercial and residential uses. It is intended that the
20 Specific Plan, through the various residential densities, will cater to a
21 range of lifestyles, physical abilities, and income levels. Some areas are
22 planned for adult living (seniors).

23 a. Continue to provide for greater flexibility in the design of single
24 family development through the processing of PDs, Specific Plans,
25 and Area Plans, and applications of density bonus provisions,
26 when requested, to allow for varying lot sizes and development
27 standards than normally required in residential districts. The
28

1 Villages of Lakeview is a Specific Plan which allows for a greater
2 degree of flexibility in lot sizes, density bonuses, and housing
3 product types than is the historical norm in Riverside County.

- 4 b. Encourage new large scale development proposals to provide a
5 range of housing types and densities for all income levels through
6 the use of creative planning concepts as specific plans and mixed-
7 use development. The Villages of Lakeview is a large-scale
8 specific plan which introduces a wide variety of housing types, lot
9 sizes, and densities. The Town Center Village is designated as
10 “Mixed Use” in the specific plan, which is meant to emulate the
11 “Community Center” designation in the Riverside County General
12 Plan. The Administrative Section of the specific plan allows for
13 flexibility in product type, lot size, and densities.

- 14 5.1 Encourage the use of energy conservation features in residential
15 construction and remodeling. Passive energy techniques will occur within
16 the proposed project, including orientation of buildings, planting trees to
17 take advantage of sun and adequate roof overhangs. Active energy
18 efficiency measures will be addressed and required in Title 24 for such
19 methods as proper wall and ceiling insulation.

20 H. Safety Element Policies

- 21 2.5 Require that engineered slopes be designed to resist seismically-induced
22 failure. For lower-risk projects, slope design could be based on pseudo-
23 static stability analyses using soil engineering parameters that are
24 established on a site-specific basis. For higher-risk projects, the stability
25 analyses should factor in the intensity of expected ground shaking, using a
26 Newmark-type deformation analysis. The project will comply with
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28

1 Ordinance No. 457, which requires that manufactured slopes are
2 designated to be seismically safe.

3 3.5 During permit review, identify and encourage mitigation of onsite and
4 offsite slope instability, debris flow, and erosion hazards on lots
5 undergoing substantial improvements. During the review of implementing
6 applications (residential subdivisions, use permits, etc) of The Villages of
7 Lakeview Specific Plan, these geological issues will be analyzed and
8 addressed on an as-needed basis.

9 4.1 For new construction and proposals for substantial improvements to
10 residential and nonresidential development within 100-year floodplains as
11 mapped by FEMA or as determined by site specific hydrologic studies for
12 areas not mapped by FEMA, the County shall apply a minimum level of
13 acceptable risk; and disapprove projects that cannot mitigate the hazard to
14 the satisfaction of the Building Official or other responsible agency.
15 Implementing projects within the proposed Specific Plan will comply with
16 the Flood and Inundation section of the General Plan Safety Element. Do
17 development is proposed within the San Jacinto River floodplain.

18 4.8 Allow development within the floodway fringe, if the proposed structures
19 can be adequately flood-proofed and will not contribute to property
20 damage or risks to public safety. Upon completion of the construction of
21 the project, there will be no development within the floodplains for human
22 habitation.

23 4.9 Within the floodway fringe of a floodplain as mapped by FEMA or as
24 determined by site specific hydrologic studies for areas not mapped by
25 FEMA, require development to be capable of withstanding flooding and to
26 minimize use of fill. However, some development may be compatible
27 within flood plains and floodways, as may some other land uses. In such
28

1 cases, flood proofing would not be required. Compatible uses shall not,
2 however, obstruct flows or adversely affect upstream or downstream
3 properties with increased velocities, erosion backwater effects, or
4 concentrations of flows. As discussed in the Drainage Plan section of the
5 Specific Plan, the project will not exceed historical flows leaving its
6 northern boundary. In order to keep post-project peak runoff from
7 increasing due to development two large detention basins (one of this is
8 considered to be a water quality basin) will capture on-site flows and
9 release them at slower rates more consistent with pre-project peak runoff.
10 One proposed basin is located centrally in the project site, along with
11 proposed Town Center Boulevard, adjacent to the MWD aqueduct, the
12 primary purpose of this basin is peak flow attenuation; the other is located
13 north of Ramona Expressway within the 100-year flood plain limits and is
14 designed to capture and treat the majority of the project site stormwater
15 flows (Regional Basin).

16 4.10 Require all proposed projects anywhere in the County to address and
17 mitigate any adverse impacts that it may have on the carrying capacity of
18 local and regional storm drain systems. The project will include a Master
19 Drainage Plan to address all carrying capacity of local and regional storm
20 drains.

21 4.18 Require that the design and upgrade of street storm drains be based on the
22 depth of inundation, relative risk to public health and safety, the potential
23 for hindrance of emergency access and regress from excessive flood
24 depth, and the threat of contamination of the storm drain system with
25 sewage effluent. In general, the 10-year flood flows shall be contained
26 within the top of curbs and the 100-year flood flows within the street
27 right-of-way. The project will utilize streets, underground storm drains,
28

1 open channels, debris basins, and detention basins to collect the on-site
2 and off-site storm water, and convey it through the project and into the
3 San Jacinto River floodplain area. Facilities will be required to
4 accommodate developed 100-year storm runoff through the project. The
5 backbone drainage plan facilities are designed to protect habitable
6 dwelling units from flooding.

7 6.1a. Comply with federal and state laws pertaining to the management of
8 hazardous wastes and materials. The project will be in compliance with
9 existing regulations such as the South Coast Air Quality Management
10 District Rules and Regulations pertaining to asbestos, Department of
11 Transportation (DOT) office of Hazardous Materials Safety regulations,
12 and Titles 8, 22, and 26 of the California Code of Regulations, would
13 ensure that the public would not be exposed to any unusual or excessive
14 risks related to hazardous materials.

15 7.1 Continually strengthen the Multi-Hazard Functional Plan and maintain
16 mutual aid agreements with federal, state, local agencies and the private
17 sector to assist in: a. clearance of debris in the event of widespread slope
18 failures, collapsed buildings or structures, or other circumstances that
19 could result in blocking emergency access or regress; b. heavy search and
20 rescue; c. fire suppression; d. hazardous materials response; e. temporary
21 shelter; f. geologic and engineering needs; g. traffic and crowd control;
22 and h. building inspection. Surrounding cities, including the City of
23 Perris, the City of San Jacinto, along with the unincorporated Riverside
24 County areas are contracted with the Riverside County Fire Department,
25 and California Department of Forestry and Fire Protection for emergency
26 response. Emergency response and emergency evacuations are regulated
27 under one agency in the project area and surrounding areas. Therefore
28

1 project development will not interfere with existing emergency response
2 and evacuation, but will be consistent with the existing system because the
3 same agency regulates all of the surrounding areas.

4 7.7b. Require mitigation measures to reduce potential damage caused by ground
5 failure for sites determined to have potential for liquefaction. Such
6 measures shall apply to critical facilities, utilities, and large commercial
7 and industrial projects as a condition of project approval. The project has
8 a very low potential for liquefaction. Conformance with Uniform
9 Building Code standards, enforcement of setbacks from local faults and
10 sound grading practices will help to mitigate any potential conditions in
11 which liquefaction may occur.

12 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Specific Plan No. 342
13 is consistent with the General Plan as amended by Comprehensive General Plan Amendments
14 No. 720 and 721.

15 **BE IT FURTHER RESOLVED** by the Board of Supervisors that EIR No. 471 was
16 presented to the Board and has been reviewed and considered by the Board in evaluating the
17 proposed The Villages of Lakeview project, including Specific Plan No. 342; that EIR No. 471
18 has been completed in compliance with CEQA; that EIR No. 471 is an accurate and objective
19 statement that complies with the California Environmental Quality Act and reflects the County's
20 independent judgment and analysis, and that EIR No. 471 is incorporated herein by reference.

21 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **CERTIFIES** EIR
22 471 and **ADOPTS THE MITIGATION MONITORING AND REPORTING PROGRAM**,
23 attached as Exhibit 1 to this Resolution.

24 **BE IT FURTHER RESOLVED** by the Board of Supervisors hereby **ADOPTS**
25 **SPECIFIC PLAN NO. 342, ON FILE WITH THE CLERK OF THE BOARD OF**
26 **SUPERVISORS, INCLUDING THE FINAL CONDITIONS OF APPROVAL AND**
27 **EXHIBITS**, as the Specific Plan of Land Use for the real property described and shown in the
28

1 plan, and said real property shall be developed substantially in accordance with the plan, unless
2 the plan is amended by the Board.

3 **BE IT FURTHER RESOLVED** by the Board of Supervisors that copies of Specific
4 Plan No. 342 shall be placed on file in the Office of the Clerk of the Board, in the Office of the
5 Planning Director, and in the Office of the Building and Safety Director, and that no applications
6 for subdivision maps, conditional use permits and other development approvals shall be accepted
7 for the real property described and shown in the plan, unless such applications are substantially
8 in accordance therewith.

9 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the custodian of the
10 documents upon which this decision is based are the Clerk of the Board of Supervisors and the
11 County Planning Department and that such documents are located at 4080 Lemon Street,
12 Riverside, California.

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Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
AESTHETICS	<p>A: Have a substantial effect upon a scenic highway corridor within which it is located.</p>	<p>Regulatory compliance (GP Policies re: Avoid blocking public views with solid walls, 50' setbacks from Ramona, undergrounding lines on Ramona, preserving Lakeview Mtns., LU 13.1.2.5 and GS 21.1.22.1,22.3)</p> <p>MM Aesthetics 1: To mitigate for potential substantial adverse effects upon a scenic highway corridor and to avoid the creation of an aesthetically offensive site open to public view, the water tank(s) to be located within Planning Area 81 in the Lakeview Mountains shall be screened using landscaping and paint colors that blend in with the surrounding hills. A combination of earthen berms and landscaping may be used. The landscape screening plans shall be submitted to Eastern Municipal Water District for approval prior to approval of final construction documents for the tank(s).</p>	Significant impact	Prior to the issuance of building permits	EMWD	Landscape Plans shall be submitted to EMWD for approval	Less than significant with mitigation and regulatory compliance
	<p>B: Substantially damage scenic resources on site, including, but not limited to, trees, rock outcroppings, and unique or landmark features.</p>	<p>MM Aesthetics 2: To reduce potential significant adverse impacts upon the scenic views from Ramona Expressway (a County Eligible Scenic Highway corridor), landscaping shall be provided adjacent to the Mixed-Use Town Center Village to address foreground views from Ramona Expressway. The extent and nature of the landscaping shall be identified, reviewed and approved by the County during the Village Refinement Process for this village. The landscaping shall include drought-tolerant, low groundcover, and shrubs with mulch or rock to provide an attractive ground plain. Because views of the Lakeview Mountains may be afforded trees shall be grouped in such a way as to allow open areas for intermittent views (i.e., no solid rows of trees).</p> <p>Regulatory compliance (GP Policies re: Avoid blocking public views with solid walls) and Design Consideration within the project (30' equestrian trail along southern boundary, Hansen Park, trail access to Lakeview Mountains).</p> <p>MM Aesthetics 3: To reduce potential significant adverse impacts to local scenic resources, the landscaping of the Hansen Avenue area park shall include the preservation of existing mature trees, if possible, and the use of white split rail fences. The preservation of the trees shall be confirmed at the approval of the VRP for the Garden Village and finalized prior to final-appeal building permit issuance for the adjacent residential unit. If the 24 existing trees along the entry to the thoroughbred farm cannot be preserved then they shall be replaced within the planned park at a ratio of 1:1 by the planting of new 36-inch box trees of the same species as the mature trees being removed. The equestrian trail Multi-Purpose Community Trail along Hansen and Wolfskill Avenues and Peppy Road shall also include trees spaced</p>	Significant impact	Prior to Town Center Village Refinement Plan (VRP) approval.	Planning Department Building & Safety Department	VRP submitted to Planning Department for approval. Landscape plans shall be submitted to the Building & Safety department for approval.	Less than significant with design considerations and mitigation
				Tree preservation confirmation prior to VRP approval for the Garden Village. Trails and landscaping prior to the last building permit final-inspection of Residential Uses in implementing maps adjacent to Hansen and Wolfskill Avenues and/or Peppy Road.			

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
	C: Obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view.	Regulatory compliance (GP Policies re: Avoid blocking public views with solid walls, preserving Lakeview Mtns., LU 13.1.2,5 and OS 21.1,22.1,22.3) MM Aesthetics 4 To reduce potential significant adverse impacts to public scenic views from Wolfskill Avenue, Mike Lane and Poppy Lane, grading plans for the portions of Planning Areas 57 and 58 which about Wolfskill or Poppy, shall be reviewed by the Building Department to ensure that slopes which are higher than existing roads are no higher or longer than the Conceptual Grading Diagram in Specific Plan 342 indicates. Building layouts and setbacks shall also be reviewed to ensure that some views over or between proposed buildings are maintained along Wolfskill Avenue. Some means of achieving the intent of this mitigation may include, but are not limited to: reduced-height homes along the frontage with existing local roads, larger setbacks, stepped grading, etc.	Significant impact	Prior to the issuance of a Grading permits for implementing maps located in areas of PAs 57 and 58 which are adjacent to Wolfskill Avenue and/or Poppy Road.	Building & Safety Department	Grading and Landscape plans shall be submitted to the Building & Safety department for approval	Less than significant with mitigation and regulatory compliance.
	D: Interfere with the night time use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655.	With regulatory compliance; no mitigation required.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance without mitigation
AGRICULTURAL RESOURCES	A: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation, to non-agricultural use.	Alternative Section 8.0 presents Alternatives 2, 3, and 5 which, reduce impacts to Designated Farmland through avoidance. None eliminate impacts or reduce to less than significant. The following Mitigation measures lessen, but not avoid or reduce the impact to less than significant: MM Ag 2: A perpetual agricultural conservation easement (Easement) as defined by Section 815.1 of the California Civil Code containing a minimum of 100 acres of "agricultural lands" as defined by Public Resources Code Section 10213 within five miles of the project, shall be provided by the Master Developer to the state, county, resource conservation district, regional park or	Significant impact	Prior to the issuance of a grading permit	Planning Department	The conservation Easement as described in the mitigation measure, shall be submitted and recorded by the County of Riverside	Significant after mitigation for both project and cumulative impacts

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		open-space district, regional park or open-space authority, a nonprofit organization, or other entity authorized to acquire and hold conservation easements under Civil Code Section 815.3. The purpose of this Easement is to restrict the property's use to only those uses that will not impair or interfere with the property's agricultural productive capacity, its soils, and its agricultural character, values, and utility. To the extent that the preservation of the open space character and scenic, habitat, natural, or historic values of the property are consistent with such use, it will be within the purpose of this easement to protect those values. Rural enterprises or activities, including but not limited to grazing, hunting and fishing, wildlife habitat improvement, predator control, timber harvesting, and firewood production, shall be permitted uses provided that the agricultural productivity of the land and is not significantly impaired by those activities. The Easement shall be recorded on or before the issuance of the 1,500 th building permit.	Significant impact	Prior to the issuance of the 1,500 th building permit	Building & Safety Department	An Easement for the community garden shall be submitted and recorded by the County of Riverside	Significant after mitigation for both project and cumulative impacts
	B: Conflict with existing agricultural uses, or a Williamson Act Contract.	No feasible mitigation beyond MM Ag 2 and MM Ag 3 to eliminate or significantly reduce conflicts with existing agricultural uses.	Significant impact	See MM Ag 2 and MM Ag 3, above	See MM Ag 2 and MM Ag 3, above	See MM Ag 2 and MM Ag 3, above	Significant impact with mitigation with respect to loss of and conflict with existing agricultural uses.
	C: Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (County of Riverside Ordinance No. 625, Right-to-Farm).	No Williamson Act contracts exist on-site. MM Ag 1: To reduce potential significant adverse impacts due to incompatibility between agricultural uses and proposed suburban development, proposed residences, school buildings, and commercial structures shall be setback 300 feet from existing active agricultural uses of an offensive nature, which are defined as: corrals, chicken houses, dairy waste ponds, manure stockpiles, or commercial livestock. This setback shall not apply to areas of the project where Ramona Expressway Interchanges between active	Significant impact	Prior to the approval of tentative tract map for each implementing projects	Planning Department	Tentative Tract Maps shall be submitted to the Planning department for approval. The map shall show the 300-foot setback from active agricultural uses.	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
AIR QUALITY	D: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Designated Farmland to non-agricultural use, including Farmland of Local Importance.	agriculture and proposed development because the expressway will act as the buffer. The 300-foot buffer area may include public road rights-of-way, parking lots, and service or maintenance areas. In addition to project edge conditions, the 300-foot setback shall also apply to interim conditions on-site between occupied project-related buildings and existing on-site agricultural uses of an offensive nature (e.g., chicken ranch) that are located in a later phase of project development and may remain operational while earlier phases of development are being built.	Significant impact	Not Applicable	Not Applicable	Not Applicable	Significant impact with mitigation
	A: Conflict with or obstruct implementation of the applicable air quality plan. B: Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation.	No feasible mitigation available.	Required regulation (Rule 403)	Significant impact	Not Applicable	Not Applicable	Not Applicable
		MM Air 1: During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers specifications to the satisfaction of the Department of Building and Safety. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the Department of Building and Safety.	Significant impact	During construction	Building & Safety Department	Equipment maintenance records and equipment specification data sheets shall be kept onsite	Significant impact with regulatory compliance and mitigation. (Regenerated and local, both short-term and long-term impacts)
		MM Air 1a: All project developers funded privately rather than publicly (public funding requires that the winning proposal go to the lowest responsible bidder) shall provide preference to qualified grading contractor proposals that include the use of construction equipment that demonstrates early compliance for off-road equipment with the CARB, in-use off-road diesel vehicle regulation (SCAQM Rule 2449) – and/or – meets or exceeds Tier 3 standards with available CARB verified or U.S. EPA-certified technologies or use of alternative fuel, off-road construction equipment. Proof of preference shall be reviewed by the Department of Building and Safety's Grading Division prior to issuance of a grading permit.	Significant impact	Prior to the issuance of grading permit	Building & Safety Department/ Grading Division	All proposals for privately funded developers shall be submitted for review to show preference was provided to qualified grading contractors that use qualifying construction equipment prior to selecting the winning proposal.	Significant impact with regulatory compliance and mitigation.

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>MM Air 2: Where economically and physically feasible, electricity from power poles shall be used instead of temporary diesel- or gasoline powered generators to reduce the associated emissions. Feasibility shall be determined by the contractor and approved by the Department of Building and Safety's Grading Division prior to issuance of grading permits.</p>	Significant impact	Prior to the issuance of grading permit	Building & Safety Department/ Grading Division	Issuance of grading permit	Significant impact with regulatory compliance and mitigation (Regional and local both short- and long-term impacts)
		<p>MM Air 3: To reduce construction vehicle (truck) idling while waiting to enter/exit the site, prior to issuance of grading permits, the contractor shall submit a traffic control plan that will describe in detail site detours to prevent traffic congestion to the best of the project's ability, and provide temporary traffic control measures during construction activities that will allow both construction and on-street traffic to move with less than 5-minute idling times. Additional traffic control measures may include, but are not limited to:</p> <ul style="list-style-type: none"> • require construction parking to be configured such that traffic interference is minimized, • provide dedicated turn lanes for movement of construction trucks and equipment on- or off-site, • schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable, • locate construction trucks away from congested streets or sensitive receptor areas, and • improve traffic flow by signal synchronization. 	Significant impact	Prior to the issuance of grading permit	Building & Safety Department/ Grading Division and Transportation Department	A Traffic Control Plan shall be submitted for approval.	Significant impact with regulatory compliance and mitigation (Regional and local both short- and long-term impacts)
		<p>MM Air 3a: To reduce fugitive dust emissions, the developer shall provide the County of Riverside with sufficient proof of compliance with Rule 403 and other dust control measures including, but not limited to:</p> <ul style="list-style-type: none"> • requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), • requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered, • suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per 	Significant impact	Prior to the issuance of grading permit	Building & Safety Department/ Grading Division	Issuance of grading permit	Significant impact with regulatory compliance and mitigation.

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
	<p>C: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).</p> <p>Although no thresholds of significance exist for GHG emissions, cumulatively they contribute to global warming and are discussed herein.</p>	<ul style="list-style-type: none"> post contact information outside the property for the public to call if specific air quality issues arise. use SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials. replace ground cover in disturbed areas as quickly as possible. <p>MM Air 3b: In order to improve air quality by reducing VOC emissions associated with the application of architectural coatings, homebuilders shall apply coatings and solvents with a VOC content lower than required under Rule 1113 as amended July 13, 2007 to residential dwelling units. In addition, homebuilders are encouraged to consider the use of pre-constructed construction materials and materials that do not require painting. Construction specifications shall be included in the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the County of Riverside's Building and Safety Department for compliance with this mitigation measure prior to issuance of a building permit.</p> <p>MM Air 4 through 11, MM Air 13 and MM Air 14 below.</p> <p>MM Air 1 through 3 above.</p> <p>MM Air 4: In order to reduce energy consumption from proposed project development, applicable plans (e.g., electrical plans, improvement maps, etc.) submitted to the County shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable Department (e.g., Department of Building and Safety or Department of Transportation) prior to conveyance of applicable streets.</p> <p>MM Air 5: In order to reduce energy consumption from the proposed project development, construction of large residential buildings, large public buildings (library, public community center, schools, and job-use facilities), large private recreation buildings owned by the Homeowners' Association (HOA) and large commercial buildings (retail and office) shall—homes—and businesses shall exceed the 2007 California Energy Code - Title 24, Part 6 energy efficiency standards by 35% (schools and joint-use facilities are subject to Nuvveer Union School District approval). Submission of a Title 24 worksheet with building plans</p>	<p>hour</p> <p>Significant impact</p> <p>Significant impact</p> <p>Significant impact</p> <p>Significant impact</p> <p>Significant impact</p>	<p>Prior to the issuance of building permit</p> <p>See MM Air 4 through 11, MM Air 13 and MM Air 14 below.</p> <p>See MM Air 1, 2 & 3, above</p> <p>Prior to the approval of Street Improvement Plans</p>	<p>Building & Safety Department</p> <p>See MM Air 4 through 11, MM Air 13 and MM Air 14 below.</p> <p>See MM Air 1, 2 & 3, above</p> <p>Transportation Department and Building & Safety Department</p> <p>Building & Safety Department</p>	<p>Construction specifications shall be included in the building specifications that assure these requirements are implemented.</p> <p>See MM Air 4 through 11, MM Air 13 and MM Air 14 below.</p> <p>See MM Air 1, 2 & 3, above</p> <p>Street Improvement Plan shall indicate energy-efficient street lighting throughout the project.</p> <p>Submission of a Title 24 worksheet with building plans shall be required. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and calculations demonstrating that the</p>	<p>Significant impact with regulatory compliance and mitigation.</p> <p>Significant impact with regulatory compliance and mitigation.</p> <p>Significant after mitigation</p> <p>Significant after mitigation</p> <p>Significant after mitigation</p>

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>shall be required by the Department of Building and Safety in order to obtain a building permit. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and calculations demonstrating that the project will meet or exceed energy efficiency requirements. Compliance is determined by comparing the energy efficiency of the proposed development to a minimally Title 24 compliant development. The calculations must be from an energy analysis computer program approved by the California Energy Commission in accordance with Title 24, Part 1, Article 1, Section 10-109. These approved programs include, as of February 2009, EnergyPro and Microspas 7 for residential buildings and EnergyPro, Perform 2005, and eQuest/D2Comply for non-residential buildings. (Note: "large" is defined as the primary residence, main private recreation building, main public community center building, retail space with an anchor, etc.; "large" excludes a shed in a residential yard, small utility buildings, trash enclosures, etc.)</p>	<p>Significant impact</p>	<p>Prior to the issuance of Final Inspection</p>	<p>Building & Safety Department</p>	<p>project will increase energy efficiency requirements. Compliance is determined by comparing the energy efficiency of the proposed development to a minimally Title 24 compliant development. The calculations must be from an energy analysis computer program approved by the California Energy Commission in accordance with Title 24, Part 1, Article 1, Section 10-109. These approved programs include, as of February 2009, EnergyPro and Microspas 7 for residential buildings and EnergyPro, Perform 2005, and eQuest/D2Comply for non-residential buildings.</p>	<p>Significant after mitigation</p>
		<p>MM Air 6: In order to reduce energy consumption from the proposed project development, The Villages of Lakeview homeowners shall, if installing major appliances such as dishwashers, washing machines, and refrigerators in homes, install Energy Star-rated models. Major appliances installed in large public buildings (library, public community center, schools, and joint-use facilities) and large private recreation buildings owned by the HOA shall be Energy Star-rated schools and joint-use facilities are subject to Newview Union School District approval). Proof of compliance will be required by the Department of Building and Safety in order to obtain a Final Inspection. (Note: "large" is defined as the primary residence, main private recreation building, main public community center building, retail space with an anchor, etc.; "large" excludes a shed in a residential yard, small utility buildings, small pool buildings, trash enclosures, etc.)</p>	<p>Significant impact</p>	<p>Prior to issuance of Building Permit</p>	<p>Building & Safety Department</p>	<p>Building Plans shall identify solar panels, photovoltaic cells, solar thermal systems or other</p>	<p>Significant after mitigation</p>
		<p>MM Air 6a: In order to increase renewable energy sources and reduce greenhouse gas emissions, large public buildings (library, public community center, schools, and joint-use facilities) and large private recreation buildings owned by the HOA shall be</p>					

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>Installed with solar panels, photovoltaic cells, solar thermal systems or other renewable energy generating technology facilities and home-use facilities are subject to Ninewa Union School District approval. Homebuilders are required to: 1) offer to home buyers solar panels, photovoltaic cells, solar thermal systems or other renewable energy generating technology as part of the homebuilder's option program, or 2) be consistent with the Governor's Million Solar Roofs plan. Proof of compliance shall be shown on the panel of plans or the homebuilder's option package and be required by the Department of Building and Safety in order to obtain a building permit. (Note: "large" is defined as the primary residence, main private recreation building, main public community center building, retail space with an anchor, etc.; "large" excludes a shed in a residential yard, small utility buildings, small pool buildings, trash enclosures, etc.)</p>				<p>Renewable energy generating technology or contain the homebuilder's option package</p>	
		<p>MM Air 7: Because The Villages of Lakeview residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouses gases such as carbon dioxide. The Villages of Lakeview will provide a transit center, including a bus stop opportunity and park-a-ride lot to facilitate carpooling and/or use of public transportation. Proof of compliance will be required prior to the issuance of the 2.632nd building permit.</p>	<p>Significant impact</p>	<p>Prior to the 2.632nd building permit</p>	<p>Building & Safety Department</p>	<p>Installation of a transit center, including a bus stop and park-a-ride lot to facilitate carpooling and/or use of public transportation</p>	<p>Significant after mitigation</p>
		<p>MM Air 8: Because The Villages of Lakeview residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouses gases such as carbon dioxide. The Villages of Lakeview will designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing at the transit center, library, public community center, Central Park parking area, and in commercial areas. Proof of compliance will be required prior to the approval of the Plot Plan for each of the projects listed above.</p>	<p>Significant impact</p>	<p>Prior to the approval of a Plot Plan for each implementing project</p>	<p>Planning Department</p>	<p>The Plot Plan shall show the designated parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing at the transit center, library, public community center, Central Park parking area, and in commercial areas.</p>	<p>Significant after mitigation</p>
		<p>MM Air 9: Adequate bicycle parking (one space per 20 car spaces) shall be provided at the transit center, library, public community center, Central Park parking area, and the commercial areas. Proof of compliance will be required prior to approval of the Plot Plan for each implementing project.</p>	<p>Significant impact</p>	<p>Prior to the approval of a Plot Plan for each implementing project</p>	<p>Planning Department</p>	<p>The Plot Plan shall show bicycle parking stalls (areas) at the transit center, library, public community center, Central Park parking area, and the commercial areas.</p>	<p>Significant after mitigation</p>

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>MM Air 10: Because The Villages of Lakeview residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouse gases such as carbon dioxide, public information shall be provided to residents about opportunities to utilize walking, public transportation, carpooling, and bicycles. This effort will be implemented through signage and information posted at the transit center, library, public community center, Central Park parking area, and in commercial areas. Proof of compliance will be required prior to issuance of the building permit for each of the above facilities.</p>	Significant impact	Prior to the issuance of a building permit	Building & Safety Department	Plot Plan shall show signs.	Significant after mitigation
		<p>MM Air 11: Because THE VILLAGES OF LAKEVIEW residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouse gases such as carbon dioxide, a community vehicle shall be provided by the Homeowners Association (or like entity) for resident transport. It shall be an electric or alternative fuel vehicle. Proof of compliance will be required prior to the issuance of the 9,531st building permit.</p>	Significant impact	Prior to the occupancy of the 9,531 st dwelling unit, or an equivalent amount of non-residential building permits	Homeowners Association and Building and Safety Department	HOA shall provide Building and Safety Department with proof of: 1) purchase of a vehicle, 2) lease of a vehicle, or 3) contracting with a 3 rd party for service to provide vehicle(s).	Significant after mitigation
		<p>MM Air 12: Because The Villages of Lakeview residents will be adding additional sources of solid waste to nearby lands and thereby indirectly contributing to methane emissions, in addition to mitigation measures found in Section 5.15 (MM UH 9 through 11) separate recycling and waste receptacles will be provided at all public garbage bins along sidewalks and at the transit center, library, public community center, Central Park parking area, and in commercial areas. Proof of compliance will be required prior to issuance of a building permit. Signage and information regarding the recycling bins and acceptable recycling materials shall be posted at the transit center, library, public community center, Central Park parking area, and in commercial areas. Proof of compliance will be required by the Department of Building and Safety prior to the Plot Plan Final Inspection of each the above-listed facilities.</p>	Significant impact	Proof of compliance with waste receptacle locations will be required prior to issuance of a building permit.	Building and Safety Department and Building and Safety Department	Issuance of building permit Issuance of Plot Plan Final Inspection	Significant after mitigation

Table 2-A, Impact and Mitigation Summary Matrix

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		<p>MM Air 13. Because The VILLAGES OF LAKEVIEW residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouse gases such as carbon dioxide, The VILLAGES OF LAKEVIEW will coordinate with the transportation department and with local and regional agencies where possible in order to maximize integration of the project with local transportation planning and implementation efforts. These efforts include the possibility of extending the Riverside Transit Agency's Bus Rapid Transit System into the area and bus connections to proposed Metrolink stations along the Perris Valley Line. Proof of coordination shall be provided to the County Transportation Department prior to the issuance of the 2,632nd, 6,771st, and 11,350th building permits which correspond with the completion of each Phase of development, respectively. Coordination materials shall include a Staff Report or Meeting Minutes.</p>	<p>Significant impact</p>	<p>Proof of coordination shall be provided to the County Transportation Department prior to the issuance of the 2,632nd, 6,771st, and 11,350th building permits which correspond with the completion of each Phase of development, respectively.</p>	<p>Transportation Department</p>	<p>Coordination materials shall include a Staff Report or Meeting Minutes.</p>	<p>Significant after mitigation</p>
	<p>D. Expose sensitive receptors which are located within one mile of the project site to project substantial point source emissions.</p>	<p>No mitigation required</p>	<p>Less than significant</p>	<p>Not Applicable</p>	<p>Not Applicable</p>	<p>Not Applicable</p>	<p>Less than significant</p>
	<p>E. Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter, specifically: - Expose sensitive receptors to any toxic air contaminant, at a level that exceeds 10 excess cancer cases per one million people (per SCAQMD); - Expose sensitive receptors to a hazard index of 1.0 or greater using a chronic</p>	<p>No mitigation required for Nutrilite. Avoidance of impacts from Ramona Expressway would involve complete redesign and change in land uses for the project, limiting sensitive receptors located within one-quarter mile south and approximately one-eighth of a mile north of Ramona Expressway. Such designs are considered in Alternatives 3 and 5, Section 8.0.</p>	<p>Less than significant</p>	<p>Not Applicable</p>	<p>Not Applicable</p>	<p>Not Applicable</p>	<p>Less than significant with respect to Nutrilite and project traffic only on Ramona Expressway. Significant with respect to Ramona Expressway for cumulative.</p>

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
BIOLOGY	<p>reference exposure level for chronic non-cancer risks associated with Toxic Air Contaminants (TAC) (per SCAQMD).</p> <p>F: Would create objectionable odors affecting a substantial number of people. Addresses odors from construction, sewer lift station and composting.</p>	<p>No mitigation required.</p>	<p>Less than significant</p>	<p>Not Applicable</p>	<p>Not Applicable</p>	<p>Not Applicable</p>	<p>Less than significant.</p>
	<p>A: Conflict with the provisions of an adopted Habitat Conservation Plan, Neutral Conservation Community Plan, or other approved local, regional, or state conservation plan.</p>	<p>Required regulation (MSHCP, SKRHC) and Design Considerations (preservation of Lakeview Mountains and OS near river, adherence to ban on invasive plant species, 500-foot setback from SWA, wildlife corridor)</p> <p>MM Bio 1: The project will introduce new sources of nighttime lighting and glare near conservation areas for outdoor security purposes and the residences located on site. Proposed land uses immediately adjacent to the SWA (northern interface) consist of conservation and open space with drainage facilities (including but not limited to drainage facilities, water quality basins, and passive parks). Proposed land uses adjacent to the Lakeview Mountains (southern interface) consist of residential development (including a fuel modification zone for fire protection) and park use. Potential impacts from introduced lights include impacts to migratory birds that use constellations to guide them during migration and impacts to foraging, reproduction, and circadian rhythms of other species. The CC&R's and Homeowners' Associations will ensure that lighting is not projected into the Conservation Area at either interface. Street lighting will be designed with internal baffles to direct the lighting towards the ground and have a zero side angle cut off to the horizon. At the interface with the Lakeview Mountains, street lighting will be at least 50 feet away from the Conservation Area. North of Ramona Expressway, street lighting will be at least 400 feet from the project's proposed conservation areas and at least 500 feet away from the existing SWA. The shielded lighting and adequate setback will ensure that there will be no spillage of lighting into the Conservation Area. The CC&R's shall be submitted to the Planning Department and County Counsel prior to Map Recordation and will restrict the placement and use of lighting on private residential properties, such that individual residences will not direct lighting into the Conservation Area.</p>	<p>Significant impact</p>	<p>Prior to Map Recordation</p>	<p>Planning Department and County Counsel</p>	<p>CC & R's shall be submitted and approved by the Planning Department</p>	<p>Less than significant with mitigation</p>

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		<p>MM Bio 2: Planning Areas and roads adjacent to the SIWA, Proposed Constrained Linkage 20 (wildlife corridor) and the Lakeview Mountains will incorporate barriers (as appropriate) to minimize unauthorized public access, domestic animal predation, illegal trespass, or unauthorized dumping. The exception will be public access locations, which will direct the public into authorized access areas within the Conservation Area (i.e., SIWA and the Lakeview Mountains). All barriers will be placed within the boundaries of the development and will be outside of the Conservation Areas. Barriers will be located between the SIWA/Lakeview Mountains and houses/paved roads. Barriers will be designed to accommodate wildlife movement, but directing wildlife away from residential areas. Barriers may consist of, but not be limited to, walls, plants, fences, berms, and other means (such as horizontal distance and vertical distance) or combination of means to achieve the desired result. The final design of the barriers shall be completed based on consultation between the developer, County Planning Department, and as approved by the County Environment Programs Department when tentative tract maps and/or road plans are approved. California Department of Fish and Game, San Jacinto Wildlife Area representatives will be consulted regarding final design of barriers along the SIWA edge. Where barriers are required between established conservation areas and other areas of the project site, impacts to cultural resources shall be taken into consideration with respect to location, design, and installation such that cultural resources adjacent to the conservation areas are avoided and that the setting is respected or enhanced. The County Archeologist, or designee thereof, shall review all barrier plans proposed adjacent to conservation areas on-site to assure consistency with this mitigation measure.</p>	<p>Significant impact</p>	<p>Prior to the approval of tentative tract map for each implementing projects</p>	<p>Riverside County Environmental Programs Department (EPD)</p>	<p>Tentative Tract Maps and street improvement plans shall be submitted for approval</p>	<p>Less than significant with mitigation</p>
		<p>MM Bio 3: The project Conditions, Covenants and Restrictions shall restrict the number of domestic animals (e.g., dogs, cats and other predatory animals) allowed per residence to two, thus further limiting potential impacts. Cats shall be limited to indoors. Copies of the CC&Rs shall be provided to the County Planning Department prior to Map Recordation. [Note: Current County zoning allows up to 4 dogs per premises.] This mitigation measure applies to development north of Ramona Expressway (Resort Village) and the following planning areas south of Ramona Expressway: 58, 66-69, 73, and 77.</p>	<p>Significant impact</p>	<p>Prior to Map Recordation</p>	<p>Planning Department and County Counsel</p>	<p>CC & R's shall be submitted and approved by the Planning Department</p>	<p>Less than significant with mitigation</p>
		<p>MM Bio 4: No more than 30 days prior to ground disturbance associated with the development of the project regarding clearing, grading, or demolition, a qualified biologist will conduct a pre-construction burrowing owl survey to satisfy Objective Number 5 of the MSHCP species-specific objectives for the burrowing owl.</p>	<p>Significant impact</p>	<p>Prior to the issuance of grading permit</p>	<p>Riverside County Environmental Programs Department (EPD)</p>	<p>Pre-construction Burrowing Owl Survey from a qualified biologist</p>	<p>Less than significant with mitigation</p>

Table 2-A, Impact and Mitigation Summary Matrix

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		<p>If breeding burrowing owls are detected on site, the Master Developer will coordinate with the County of Riverside Environmental Programs Department (EPD) to determine if the occupied habitat will need to be avoided, or if the owls can be relocated from the site. If the relocation of owls is approved, the Master Developer will prepare a plan of relocation (passive or active) to be approved by EPD and the responsible wildlife agencies (i.e., U.S. Fish and Wildlife Service and CDFG). If approved, relocation will be conducted outside of the breeding season. If non-breeding owls are identified on site, including wintering owls, the proponent will also notify EPD, and will relocate the owls following a protocol to be approved by EPD and the wildlife agencies.</p>	Significant impact	Prior to the approval of tentative tract map for each implementing projects	Riverside County Flood Control District and/or Planning Department	A Drainage Plan shall be submitted for approval	Less than significant with mitigation
		<p>MMI Bio 9: To allow for future flexibility in the hydrological function of the project drainage system so as to best meet the needs of the off-site wetlands and on-site vernal pool areas, the Central Park detention basin shall be designed to allow flows to be detained (as currently planned) or to bypass (completely or partially) the basin such that greater flows can be released to the wetland area to most closely mimic existing conditions in the 2-year and 10-year storm.</p>	Significant impact	Prior to the issuance of building permits	Planning Department	Payment of fees	Less than significant with mitigation
		<p>MMI Bio 10: The County of Riverside is a participating entity or permittee of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The purpose of the MSHCP is to conserve open space and habitat on a county-wide, cumulative basis. Take authorization for the MSHCP was granted by the USFWS and CDFG on June 22, 2004. The County of Riverside will be allowed to utilize its allotted authorized take for projects in compliance with the MSHCP. Compliance with the MSHCP fee requirements will provide adequate mitigation for potential impacts to the burrowing owl and other species and plant communities determined to be adequately conserved by the MSHCP. To address the impacts associated with the cumulative loss of habitat for special status birds by the loss of habitat, the proposed project shall be conditioned to pay Riverside County MSHCP mitigation fees as set forth under Ordinance No. 8102.</p>	Significant impact	Prior to final occupancy inspection Building Permit issuance approved for the 4469 th 1601 st unit.	Environmental Programs Department (EPD) and/or Planning Department	Master Developer shall submit program materials to EPD for review.	Less than significant with mitigation.
		<p>MM Bio 11: In order to increase public awareness and knowledge about local environmental issues and reduce potential significant indirect effects of development adjacent to Conservation Areas, the Master Developer of the proposed project shall provide an Environmental Stewardship Program. The program will include methods of community education such as interpretive and directional signs, pamphlets, and demonstrations. The types of information presented shall include, but not be</p>	Significant impact				

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		<p>limited to: lighting, noise, keeping on trails, wildlife, plants, habitats, barriers, domestic animals, toxics such as pesticides, and invasive species. The Environmental Stewardship Program shall include a fund to be administered by the Lakeview Community Services Organization and a portion of the fund shall be used for SIWA management items, including feral animal trapping, removal of trash, invasive species removal and enforcement. The budget will be developed in consultation with the California Department of Fish and Game.</p>					
		<p>MM Bio 11a: In order to reduce the potential significant indirect effects of invasive species to Conservation Areas, the Specific Plan will design landscaped areas adjacent to the SIWA and Lakeview Mountains to avoid the use of invasive plant species identified in Table 6-2 of the MSHCP document. Of the 86 species identified in the MSHCP table (see also Appendix D (CD #3) and Appendix C (CD #3) of the Specific Plan, 71 of them will be outright prohibited within the Specific Plan. Of the remaining 12 plants, if used, they shall be placed at least 150 feet from the existing and proposed conservation areas in the Lakeview Mountains and shall not be used within 500 feet of the San Jacinto Wildlife Area and the downstream conservation areas along the San Jacinto River. CC&R's will be enforced through the Home Owners' Association to exclude 71 invasive species from properties throughout the project and 86 invasive species from properties within the above-prescribed distances from the urban/wildland interfaces. Maintenance of landscaping in these areas will include the removal of invasives that may establish through natural dispersal mechanisms. Such maintenance shall be funded through the Environmental Stewardship Program.</p>	<p>Significant Impact</p>	<p>Onsite review of landscape plans. Prior to Building Permit Issuance for the 1,601" unit for CC&R approval.</p>	<p>Planning Department and/or EDD shall approve landscape plans, and County Counsel shall approve CC&R's</p>	<p>CC & R's shall be submitted and approved by the Planning Department</p>	<p>Less than significant with mitigation.</p>
		<p>MM Bio 11b: In order to reduce the potential significant indirect effects of pesticides and rodenticides to conservation areas, the Environmental Stewardship Program established under MM Bio 11, shall include an Integrated Pest Management (IPM) program. The IPM program will 1) Establish minimum action thresholds for the application of pesticides; 2) Provide educational materials to promote accurate identification of pests by homeowners, so appropriate control decisions can be made in conjunction with action thresholds; 3) Educate homeowners to promote the prevention of pests before infestation, occurs; and 4) Reestablish thresholds for utilization of control methods. Compliance with the IPM program will be made a requirement of the project Conditions, Covenants and Restrictions, and enforced through the homeowners association.</p>	<p>Significant impact</p>	<p>Prior to Building Permit Issuance for the 1,601" unit.</p>	<p>Environmental Programs Department (EPD) and/or Planning Department</p>	<p>Master Developer shall submit program materials to EPD for review.</p>	<p>Less than significant with mitigation.</p>

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
			Significant impact	Barrier plans should be submitted with implementing maps.	County Archaeologist, or designee thereof	Approval of implementing maps requires satisfaction of this measure	Less than significant with mitigation.
		MM Bio 12: Where barriers are required between established conservation areas and other areas of the project site, impacts to cultural resources shall be taken into consideration with respect to location, design, and installation such that cultural resources adjacent to the conservation areas are avoided and that the setting is respected or enhanced. The County Archaeologist, or designee thereof, shall review all barrier plans proposed adjacent to conservation areas on-site to assure consistency with this mitigation measure.	Significant impact	Prior to issuance of grading permit	Building & Safety Department County Grading Inspector	Notification of construction worker training sent to Planning Department, Building Dept., and EPD; notes of the training	Less than significant with mitigation.
		MM Bio 13: Prior to issuance of grading permit for all Planning Areas located adjacent to a conservation area that will come under Riverside Conservation Authority Management, sensitive resources (conservation areas) shall be delineated with temporary construction fencing. Training for construction workers and construction management personnel shall have occurred which informs project workers of their responsibilities in regards to avoiding and minimizing impacts to sensitive biological resources through avoiding the fenced areas.	Significant impact	Prior to issuance of grading permit	Planning Department and/or EPD	Park plans approval	Less than significant with mitigation.
		MM Bio 14: To further deter wildlife from entering developed areas, trash receptacles and refuse containers located within the Greenbelt and parks located within 100 feet of all Conservation Areas shall be provided with mechanisms which prevent scavenging animals from gaining access to the contents of such trash containers.	Significant impact	Prior to plan approval for the Greenbelt and parks within 100 feet of all on-site Conservation Areas			Less than significant with mitigation.
	B: Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12) or on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service.	Required regulation (MSHCP, SKRHC) and Design Considerations (preservation of Lakeview Mountains and OS near river, adherence to ban on invasive plant species, 500-foot setback from SIWA) and mitigation See mitigation measure MM Bio 1, above. See mitigation measure MM Bio 2, above. See mitigation measure MM Bio 3, above. See mitigation measure MM Bio 4, above.	Significant impact	See MM Bio 1, above	See MM Bio 1, above	See MM Bio 1, above	Less than significant with mitigation.
			Significant impact	See MM Bio 2, above	See MM Bio 2, above	See MM Bio 2, above	Less than significant with mitigation.
			Significant impact	See MM Bio 3, above	See MM Bio 3, above	See MM Bio 3, above	Less than significant with mitigation.
			Significant impact	See MM Bio 4, above	See MM Bio 4, above	See MM Bio 4, above	Less than significant with mitigation.

Table 2-A, Impact and Mitigation Summary Matrix

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	<p>MM Bio 5: If habitat suitable to support the coastal California gnatcatcher is to be removed between March 1 and August 15, focused surveys shall first be conducted to determine if the habitat is occupied by gnatcatchers. If gnatcatchers are present and are determined to be nesting, the occupied areas shall be avoided until after August 15.</p>	<p>MM Bio 5: If habitat suitable to support the coastal California gnatcatcher is to be removed between March 1 and August 15, focused surveys shall first be conducted to determine if the habitat is occupied by gnatcatchers. If gnatcatchers are present and are determined to be nesting, the occupied areas shall be avoided until after August 15.</p>	<p>Significant impact</p>	<p>Prior to the issuance of grading permit. If construction commences between March 1st and August 15th</p>	<p>Riverside County Environmental Programs Department (EPD)</p>	<p>If construction commences between March 1st and August 15th, a focused survey shall be submitted to EPD.</p>	<p>Less than significant with mitigation.</p>
	<p>C. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites</p>	<p>MM Bio 6: The removal of potential nesting vegetation of sensitive bird species will be conducted outside of the nesting season (February 1 to August 31) to the extent that this is feasible. If vegetation must be removed during the nesting season, a qualified biologist will conduct a nesting bird survey of potentially suitable nesting vegetation prior to removal. Surveys will be conducted no more than three (3) days prior to scheduled removals. If active nests are identified, the biologist will establish buffers around the vegetation containing the active nest (500 feet for raptors and 200 feet for non raptors). The vegetation containing the active nest will not be removed, and no grading will occur within the established buffer, until a qualified biologist has determined that the nest is no longer active (i.e., the juveniles are surviving independent from the nest). If clearing is not conducted within three days of a negative survey, the nesting survey must be repeated to confirm the absence of nesting birds. See mitigation measure MM Bio 13, above.</p>	<p>Significant impact</p>	<p>Prior to the issuance of grading permit. If construction commences between February 1st and August 30th</p>	<p>Riverside County Environmental Programs Department (EPD)</p>	<p>If construction commences between February 1st and August 30th, a focused Nesting Bird Survey shall be submitted to EPD.</p>	<p>Less than significant with mitigation.</p>
	<p>D. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service</p>	<p>MM Bio 7: Prior to the issuance of a grading permit, individual projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Board, and a Section 1602 Streambed Alteration Agreement from California Department of Fish and Game.</p>	<p>Significant impact</p>	<p>Prior to the issuance of grading permit.</p>	<p>Building and Safety Department</p>	<p>Authorization/Permits from the appropriate agency</p>	<p>Less than significant with mitigation</p>
		<p>MM Bio 8: Project-specific impacts to jurisdictional waters will be mitigated at a 1:1 ratio in a manner to be determined by the Master Developer and to be approved by the Army Corps of Engineers, California Department of Fish and Game, and the Regional Water Quality Control Board through the permitting process.</p>	<p>Significant impact</p>	<p>Prior to the issuance of grading permit</p>	<p>Building and Safety Department</p>	<p>Authorization/Permits from the appropriate agency</p>	<p>Less than significant with mitigation</p>

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		MM Bio 9: To allow for future flexibility in the hydrological function of the project drainage system so as to best meet the needs of the off-site wetlands and on-site vernal pool areas, the Central Park detention basin shall be designed to allow flows to be detained (as currently planned) or to bypass (completely or partially) the basin such that greater flows can be released to the wetland area to most closely mimic existing conditions in the 2-year and 10-year storm. See mitigation measure MM Bio 13, above.	Significant impact	Prior to the approval of tentative tract map for each implementing projects	Riverside Flood Control District and/or Planning Department	A Drainage Plan shall be submitted for approval	Less than significant with mitigation.
	E: Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, interruption, or other means	MM Bio 7, MM Bio 8, and MM Bio 9 and MM Bio 13.	Significant impact	See MM Bio 7, 8 & 9, & 13, above	See MM Bio 7, 8 & 9, & 13, above	See MM Bio 7, 8 & 9, & 13, above	Less than significant with mitigation.
	F: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation ordinance	With design considerations and regulatory compliance, no mitigation required.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant

Table 2-A, Impact and Mitigation Summary Matrix

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CULTURAL	<p>A. Substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5</p>	<p>MM Cultural I: A master Cultural Resources Management Plan (CRMP) was prepared and is contained in Chapter 9 of the Cultural Resources Study. The master CRMP contains mitigation measures for prehistoric sites and strategies to implement the mitigation measures over the course of the project development.</p> <p>When a tentative tract or other development project within the Specific Plan area is filed on land containing, or within 500 feet of, prehistoric sites, an addendum to the master CRMP will be prepared to address the sites affected by that tentative tract or project. Each such addendum to the CRMP will be prepared in consultation with the Native American tribes consulted for the project, the Tribal Traditional Resources Advisory Committee, and landowners and shall be reviewed and approved by the County, Riverside County Transportation Commission shall also be consulted during preparation of any addendums to the master CRMP for properties located adjacent to the MCP project.</p> <p>As required by CEQA Guidelines Sections 15064.5(e) and (f), the CRMP addendum shall contain detailed provisions for the treatment of unanticipated discoveries during project construction, including human remains. The provisions of the CRMP should be consistent with state law as contained in Health and Safety Code Section 7050.5, and PRC Sections 5097.94 and 5097.98. Such mitigation shall be addressed in a manner consistent with the following:</p> <ol style="list-style-type: none"> 2. If buried materials of potential historical, cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all work in that area shall be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines), avoidance or other appropriate measures as discussed in the CRMP shall be implemented. b. If evidence of potentially significant prehistoric or historic resources is uncovered during project-related grading outside of the high sensitivity areas in which archaeological and Native American monitoring has already been required, the extent of monitoring shall be amended and the presence of a Native American monitors shall be incorporated into the monitoring program for all 	Significant impact	Prior to approval of implementing project	Planning Department and County Archaeologist	CRMP shall be submitted to the Planning Department	Less than significant project-specific impacts with mitigation.

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>areas in the affected tentative tract.</p> <p>c. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to whether the remains are Native American. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted pursuant to the law, and the NAHC shall identify the most likely descendant. The most likely descendant shall then make recommendations in the time frames set forth in the Public Resources Code, and engage in consultation with the project proponent, and landowner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until the most likely descendant has made his or her recommendation regarding the treatment and disposition of the human remains and any associated grave goods. Should the most likely descendant fail to make a recommendation or the landowner or his or her authorized representative rejects the recommendation of the descendant, the landowner for authorized representative is required to inter the human remains and associated grave goods with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.</p> <p>c. If human remains are uncovered at any time, all activities in the immediate area of the find shall be halted by the developer or its contractor and the County Coroner shall be notified immediately pursuant to CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the CEQA Guidelines.</p> <p>In addition to unanticipated discoveries, the CRMP addendum shall incorporate the following recommendations to mitigate impacts to identified cultural resources:</p> <p>d. CA-RIV-6726H is the historical-period Colorado River Aqueduct (CRA). The CRA is currently in use and will not be modified by the proposed TVOL plan. SRI does not recommend any archaeological</p>					

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		<p>work in association with the CRA corridor. Two benchmarks that associated with the CRA are located within the TVOL project area and outside of the CRA corridor. Each is located within a separately recorded prehistoric site. One benchmark, Feature 2, is located within Locust C of site RIV-8712, and will be preserved in place. The other, Feature 1, is located on a boulder within site RIV-4156/H, which is in an area subject to direct impacts from development. These benchmarks are considered contributing elements to the CRA and should be preserved in place if possible. If preservation is not feasible, as may be the case with Feature 1, the affected benchmark shall be fully documented and relocated or salvaged for interpretive uses.</p> <p>Treatment of the benchmark recorded as RIV-6762/H Feature 1 shall be documented as part of the Data Recovery Plan for site RIV-4156/H to be prepared in an addendum to the CRM/P.</p> <p>e. RIV-8710H is a historical-period refuse dump that most likely derives from a construction camp for the CRA. The dump has good integrity and is eligible due to its association with the CRA and the potential of the site contents to provide additional information about chronology of the dump, subsistence at the camps, the relationship between the camp and the local and regional economies, and the technology of CRA construction. The site is situated at the northern edge of the TVOL project area, adjacent to the San Jacinto Wildlife Area, and is believed to be located on land owned by Lewis Operating Corp.</p> <p>Because the site will be subject to indirect impacts from possible illicit artifact collection due to the increased population of the project area, a data recovery plan in the form of detailed recording and mapping of all items at the dump, along with photographic documentation or collection of diagnostic and unique items shall be implemented. Although subsurface deposits are unlikely at the site, a limited set of shovel probe excavations to determine if any dump materials have become completely buried shall be implemented, and recovery of a representative sample of such materials, if present shall be conducted.</p> <p>The recommended data recovery work shall be conducted prior to issuance of a grading permit for</p>					

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>Phase 1a of the TVOL project. Prior to conducting the fieldwork, the California Department of Fish and Game, and the U.S. Army Corps of Engineers shall be notified and provided with a plan of work for the data recovery. The results of the data recovery investigations at site RIV-8710H shall be documented in a professional quality technical report, and as public interpretive information to be presented in the form of brochures, public lectures, and signage placed within public parks and facilities.</p> <p>f. Sites RIV-394 and RIV-8707 are not to be subject to direct adverse impacts, and are to be preserved in place in their entirety, and no mitigation-measures far-direct-impacts-are-needed. Current plans for the Public Facilities planning area call for water tanks to be placed and a pipeline to be installed south and west of the sites. To mitigate potential indirect effects from possible vandalism, future development within the Public Facilities planning area, and activities within the nearby fuel modification zone, the Site Preservation Plan for these sites will include provisions for the sites to be flagged and avoided, and for archaeological and Native American monitors from the tribes consulted for the project to be present during all activities that could cause ground disturbance within 100 feet of the sites.</p> <p>g. CA-RIV-397 consisting of a boulder outcrop and rockshelter with pictographs and an associated midden area, is located at the edge of a Medium High Residential planning area near the toe of the slope of the Lakeview Mountains. The boulder containing the rockshelter and rock art is located in the Open Space planning area, and thus will be avoided and preserved from direct impacts. The remainder of the site will be added to the Open Space planning area and preserved from development, which will prevent direct impacts to all known cultural deposits, and provide a buffer between residential development and the Split Rock boulder and associated rock art panels. To mitigate potential indirect effects from possible vandalism, illicit artifact collection, and changes in the integrity of setting, feeling, and association resulting from the proximity of the residential use, a Site Preservation Plan shall be prepared prior to approval of any tentative tract within 500 feet of the site. The Site Preservation Plan shall be based on consultation</p>					

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		<p>among the Tribes, Tribal Traditional Resources Advisory Committee, Regional Conservation Authority, and, if possible and culturally appropriate, the County, and shall include provisions for removal of modern graffiti, detailed recording of rock art elements by a recognized rock art expert, capping of exposed cultural deposits with fill and restoration of native vegetation, and protection of the site area from vandalism through appropriate fencing, landscaping, and interpretation.</p> <p>h. Sites CA-RIV-806, 2585, 4155, 8698, 8699, 8700, 8704, 8705, and 8711 consist of varying numbers of milling features, including both slicks and mortars, some with associated cultural deposits, all located within Open Space planning areas. The sites are not to be subject to grading or other ground disturbances associated with development and therefore no direct impacts to these sites are anticipated; however, indirect impacts could occur as a result of the proximity of residential areas, the recreational use of nearby trails, and activities within adjacent field modification zones. No mitigation measures are proposed for RIV-806 because of the distance to the trails. For the remainder of the sites, to provide long term management and protection, a Site Preservation Plan shall be prepared prior to approval of any tentative tract within 500 feet of the site. The Site Preservation Plans for these sites should include provisions for the sites to be flagged and avoided, and for archaeological and Native American monitors from the tribe(s) consulted for the project to be present during all activities that could cause ground disturbance within 100 feet of the sites.</p> <p>i. CA-RIV-1842 is a small- to moderate-size milling complex site in the center of The VILLAGES OF LAKEVIEW Specific Plan area. It includes two milling features with milling slicks. Trenching investigations identified ground stone fragments, flaked stone artifacts, a faunal bone, and midden deposit approximately 1.3 to 2.6 feet west of the milling feature area. A midden deposit was encountered as deep as 4 feet below ground surface. Overall, whereas the surface condition of the site is fair, the midden deposits suggest some subsurface integrity and the potential to hold additional cultural materials. The northern boundary of the site has not been clearly defined.</p>					

Table 2-A, Impact and Mitigation Summary Matrix

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		<p>The Data Recovery Plan for RIV-1842 shall include provisions for additional testing to determine firmly the northern boundary of the site and assess the composition and structure of the subsurface deposits. Based on the testing data, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations shall be retained in perpetuity in a facility that meets the standards of the State of California. Guidelines for the Creation of Archaeological Collections (CARP 1993) and 36 CFR 79. Such standards include: site center; security; adequate staffing; access by qualified researchers and descendant groups. The appropriate disposition of all cultural resource collections resulting from data recovery excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP.</p> <p>j. CA-RIV-4156H contains four milling features with a total of six shels and one mortar. Although three trenches were excavated in the vicinity of the site with negative results, the immediate site area was not tested and subsurface deposits cannot be ruled out. The Data Recovery Plan for RIV-4156H shall include provisions for testing to confirm the presence or absence of subsurface deposits. If the testing indicates that a subsurface deposit is present, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations shall be retained in perpetuity in a facility that meets the standards of the State of California. Guidelines for the Creation of Archaeological Collections (CARP 1993) and 36 CFR 79. The appropriate disposition of all cultural resource collections resulting from data recovery excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP.</p> <p>k. CA-RIV-4158, which is believed to be a redeposited</p>					

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		<p>assortment of artifacts removed from other nearby sites. Trenching results indicate that, although RIV-4158 appears to contain sparse subsurface archaeological deposits, this site may retain relatively little subsurface integrity.</p> <p>The Data Recovery Plan for RIV-4158 shall include provisions for additional testing to assess the composition and structure of the subsurface deposits. Based on the testing data, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery operations should be stored in perpetuity in a facility that meets the standards of the State of California Guidelines for the Care of Archaeological Collections (GHP 1993) and 36 CFR 79. The appropriate disposition of all cultural resource collections resulting from data recover excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP.</p> <p>1. Sites RIV-8702, 8703, and 8706, with three slicks, each on a separate boulder, will be subject to direct adverse effects from grading for residential uses. Each will require preparation and implementation of a Data Recovery Plan to mitigate adverse impacts from site destruction. The Data Recovery Plans for these sites shall include provisions for testing to confirm the presence or absence of subsurface deposits. If the testing indicates that a subsurface deposit is present, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery operations should be stored in perpetuity in a facility that meets the standards of the State of California Guidelines for the Care of Archaeological Collections (GHP 1993) and 36 CFR 79. The appropriate disposition of all cultural resource collections resulting from data recover excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in</p>					

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		<p>m. The data recovery plans contained in addenda to the CRMF.</p> <p>n. Site RIV-8712 covers an area of 78.5 acres containing five previously recorded sites, now defined as loci within the larger site complex. The portions of the site containing the rock art and milling features and having the highest surface artifact density are within an Open Space planning area that covers 47 acres (60 percent) of the site area. Approximately 12.5 acres (16 percent) of the site have already been disturbed by previous construction of the CRA and the IFP. The remaining portions of the site, approximately 19 acres, or 24 percent of the site area, will be subject to direct adverse effects.</p> <p>To provide for long-term management and protection of the portions of site 8712, a Site Preservation Plan shall be prepared prior to approval of any tentative tract within 500 feet of the site. The Site Preservation Plan shall be based on consultation among the Tribes, Tribal Traditional Resources Advisory Committee, Regional Conservation Authority, and the County, and shall include provisions for protection of the site area from vandalism through appropriate fencing, landscaping, and interpretation.</p> <p>The Data Recovery Plan for the portion of RIV-8712 subject to direct impacts shall include provisions for additional testing to assess the composition and structure of the subsurface deposits. Based on the testing data, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations should be curated in perpetuity in a facility that meets the standards of the State of California Guidelines for the Care and Use of Archaeological Collections (GAR 1993) and 36 CFR 79. The appropriate disposition of all cultural resource collections resulting from data recovery excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMF.</p> <p>Isolates 6 and 7 are subsurface items identified during the excavation of trenches 51 and 68. Located approximately 197 feet apart, the materials do not</p>					

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	<p>B: Substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5</p> <p>C: Disturb any human remains, including those</p>	<p>See MM Cultural 1, above.</p> <p>MM Cultural 2: Even after full implementation of data recovery through MM Cultural 1, it is possible that significant buried resources could be present in many areas that will be graded. Therefore, to mitigate for discovered buried sites, the entire area designated as having high sensitivity for buried sites (see Figure 5.5-1, Cultural Resources Sensitivity) shall be monitored by a qualified archaeologist and a Native American monitor during any ground-disturbing activities. Full time archaeological and Native American monitoring during excavations shall be conducted in these areas. A full report of all monitoring activities, including disposition of all resulting collections, shall be prepared according to the provisions of the Cultural Resources Management Plan.</p> <p>See MM Cultural 1 and MM Cultural 2, above.</p>	<p>Significant impact</p>	<p>During construction</p>	<p>Project Construction Manager Planning Department</p>	<p>Monitoring report from a qualified archaeologist/Native American shall be submitted to the Planning Department</p>	<p>Less than significant with mitigation for <i>project direct impacts</i>. Significant unavoidable project-specific and cumulative impacts with respect to <i>indirect impacts</i>.</p>

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	Inferred outside of formal cemeteries		Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant without mitigation
	D: Restrict existing religious or sacred uses within the potential impact area	Design considerations (avoiding sacred sites) No mitigation required	Significant impact	During construction	Project Construction Manager Planning Department	Monitoring report from a qualified paleontologist shall be submitted to the Planning Department	Less than significant with mitigation
	E: Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature.	MMV Paleontology 1: Should any paleontological resources be accidentally discovered during construction, construction activities shall be moved to other parts of the project site and a qualified paleontologist shall be contacted to determine the significance of these resources. If the find is determined to be a significant paleontological resource, and if the area was identified as having a "Low" sensitivity for containing paleontological resources, similar sediments may be reassigned as "High" sensitivity and would be subject to MMV Paleontology 2.	Significant impact	During construction	Project Construction Manager Planning Department	Monitoring report from a qualified paleontologist shall be submitted to the Planning Department	Less than significant with mitigation
		MMV Paleontology 2: For areas of the site identified as having a "High" sensitivity for finding paleontological resources, prior to the issuance of a grading permit, a qualified paleontologist shall be retained and a Paleontological Resource Monitoring and Treatment Plan (PRMTP) shall be prepared. Once the PRMTP is approved by the County of Riverside Planning Department, grading and construction activities may commence under the provisions of the PRMTP. The plan should include the following: <ol style="list-style-type: none"> 1. Pregrade meeting with a qualified paleontologist. The paleontologist will explain the likelihood for encountering paleontological resources, what resources may be discovered, and the methods that will be employed if anything is discovered. 2. In areas mapped with High B rating, a qualified vertebrate paleontologic monitor shall be present during construction excavation. The monitor shall inspect fresh cuts and/or spoils piles to recover paleontological resources. The monitor shall be empowered to temporarily divert construction equipment away from the immediate area of the discovery. 3. If the qualified paleontologist is not present when fossil remains are uncovered by earth-moving activities, these activities shall be stopped and a qualified paleontologist shall be called to the site immediately to evaluate the significance of the fossil remains. 4. It is recommended that native sediments occasionally be spot-screened through one-eighth to one-twentieth-inch mesh screens to determine whether microfossils are 	Significant impact	During construction	Project Construction Manager Planning Department	PRMTP shall be submitted to the Planning Department	Less than significant with mitigation

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GEOLOGY	A: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards.	<p>present. If microfossils are encountered, additional sediment samples as determined by the paleontological monitor shall be collected and processed to recover additional fossils.</p> <p>5. If the qualified paleontologist determines that insufficient fossil remains have been found after fifty percent of earth moving activities have been completed, monitoring can be reduced or discontinued.</p> <p>6. Any recovered specimens shall be prepared to the point of identification and permanent preservation, which may include the picking of any washed mass samples to recover small invertebrate and vertebrate fossils. If present, the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and the hardeners/stabilizers to fragile specimens.</p> <p>7. Specimens shall be identified to the lowest taxonomic level possible and curated at an institutional repository approved by the County of Riverside.</p> <p>8. A report shall be prepared that details the methods and results of the monitoring program, even if the results are negative. If applicable, this shall include an appended itemized inventory of identified specimens. This report shall be submitted by the project paleontologist to the County of Riverside, Planning Department, prior to the issuance of the final grading inspection for the area under each grading permit issued.</p>	Significant impact				Less than significant with regulatory compliance and mitigation
		<p>Regulatory requirements (County Ordinance No. 457 will be observed regarding setback requirements with regard to slopes, UBC, geotechnical reports) and mitigation.</p> <p>MM Geo 1: To protect life, occupied buildings and water tanks, rockfall hazards shall be addressed to planning areas adjacent to the Lakeview Mountains. Evidence of past rockfalls exist onsite; consequently, based upon field investigation, the majority of the areas adjacent to the slopes have at least a minimal level for rockfall hazard. Therefore, slope areas have been delineated by three distinct rockfall hazard zones, RH Zone 1 has the least potential, and RH Zone 3 has the highest potential. The following recommendations for remediation are based upon the Preliminary Rockfall Hazard Evaluation. Adherence to these remediation measures will reduce the level of impact to less than significant.</p>					

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		<p>RH Zone 1 - Due to the isolated nature of hazards within this zone, the hazard of individual rock falls can be generally neutralized by the removal of individual rocks and/or construction of low impact walls. Blasting may be required in this zone in order to completely remove the individual rock hazard.</p> <p>RH Zone 2 - Local areas in this zone may only require a few isolated rocks to be removed while other areas may require a more regional alternative. The following measures are provided as options for remediation in Zone 2.</p> <ul style="list-style-type: none"> • Construction of a debris ditch with a 5-foot tall, 1.5:1 (horizontal to vertical) manufactured slope, which will capture falling debris. Due to the granular nature of on-site soils, the slope will need to be reinforced with geogrid, which is a synthetic polymer-coated material that is used to reinforce an earth-fill slope, wall, and base layer construction. Geogrid provides a stabilizing force within the soil structure itself and will improve the surficial stability of fill slopes inclined at 1.5:1. This manufactured slope should be a minimum of 15 feet from the toe of the natural slope. Fencing at the top of the manufactured slope will be constructed to provide additional protection. • Construction of a debris ditch with a 5-foot tall, 2:1 manufactured slope and 3-foot tall, top of slope impact wall. The impact wall should be designed using an equivalent fluid pressure of 125 pounds per cubic foot (pcf). The toe of the manufactured slope should be a minimum 15 feet from the toe of the natural slope. • Construction of a debris ditch with a 3-foot tall retaining wall. The base of the wall should be a minimum 15 feet from the toe of the natural slope. • Construct a 6-foot tall Caltrans-type rock fence that should be setback a minimum of 15 feet from the toe of the natural slope. • Implementation of a 50-foot setback from the toe of the natural slope to the property line of the proposed lots and construct fencing that will provide some additional measure of protection from rockfall hazards. <p>Specific Details for construction of these remediation options are provided in Geotechnical reports prepared by Leighton provided in Appendix F (CD #3).</p> <p>RH Zone 3 - Due to the abundant hazards in this zone a regional remediation measure is recommended, as opposed to individual remediation/removal of specific hazardous rocks. However, due to the existence of local, large, rounded boulders located high up on the perimeter slopes in these areas, local blasting of these large</p>		<p>Prior to the issuance of a Grading permit in Planning Areas 58, 59, 68 and 73.</p> <p>Prior to the issuance of a Grading permit in Planning Areas 58, 68, 69 and 73.</p>	<p>Planning Department</p> <p>Planning Department</p>	<p>A Grading Plan shall be submitted to the Planning Department</p> <p>A Grading Plan shall be submitted to the Planning Department</p>	
				<p>Prior to the issuance of a Grading permits in Planning Areas 66 and 68.</p>	<p>Planning Department</p>	<p>A Grading Plan shall be submitted to the Planning Department</p>	

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	<p>B: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence</p>	<p>Fragments may be required in addition to the implementation of rockfall zone mitigation measures.</p> <ul style="list-style-type: none"> • Construction of a debris ditch with an 8-foot tall, 1.5:1 (horizontal to vertical) manufactured slope. Due to the granular nature of on-site soils, the slope will need to be reinforced with geogrid. This manufactured slope should be a minimum of 15 feet from the toe of the natural slope. A 5-foot tall fence constructed at the top of the manufactured slope will provide additional protection. • Construction of debris ditch with a 5-foot tall, 2:1 manufactured slope and 5-foot tall top of slope impact wall. The impact wall should be designed using an equivalent fluid pressure of 125 psf. The toe of the manufactured slope should be a minimum 15 feet from the toe of the natural slope. • Construction of a debris ditch with a 5-foot tall retaining wall. The base of the wall should be a minimum 15 feet from the top of the natural slope. • Construct a 6-foot tall Caltrans-type rock fence that should be setback a minimum of 15 feet from the toe of the natural slope. • Implementation of a 75-foot setback from the toe of the natural slope to the future property line of the proposed lots and construct fencing that will provide some additional measure of protection from rockfall hazards. <p>Specific Details for construction of these remediation options are provided in geotechnical reports prepared by Leighton provided in Appendix F (CD #3).</p> <p>Design Consideration (over-excavation and re-compaction of onsite alluvial soil)</p> <p>MM Geo 2: The upper 5 to 15 feet of alluvial soil is considered to be slightly to moderately compressible, therefore, partial removal and re-compaction of this material will be necessary in areas where structures are planned, in order to reduce the potential for excessive total and differential settlement of the structures. The depth of removal and re-compaction will be determined in the field based on conditions exposed but is expected to include complete removal of manure and organic-rich soil, complete removal of uncontrolled fill soils and removal of the upper 5 to 8 feet of alluvial soil.</p>	<p>Less than significant</p>	<p>Substantial of sampling and monitoring results, prior to the issuance of building permits</p> <p>Installation of mitigation materials completed prior to the issuance of Final Inspection</p>	<p>Building & Safety Department and Environmental Health Department</p> <p>Building & Safety Department</p>	<p>Testing report submitted to Building & Safety Department</p> <p>On-site inspection</p>	<p>Less than significant with design consideration and mitigation</p>

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	<p>C. Be subject to strong seismic ground shaking, expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from seismic shaking; be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Prilo Earthquake Fault Zoning Map issued by the State Geologist for the area, or as delineated on County of Riverside Earthquake Fault Hazard Zones Maps or based on other substantial evidence of a known fault.</p>	<p>MM Geo 3: Prior to issuance of a grading permit on any implementing project, an updated soils report and geotechnical study, reviewing the most current development plan shall be prepared to analyze on-site soil conditions and slope stability and include appropriate measures to provide foundation stability, seismic design and limit damage from erosion.</p> <p>Required regulations (Riverside County Standards relating to ground shaking)</p> <p>No mitigation required</p>	Less than significant	Prior to issuance of Grading Permit on any implementing project	Planning Department County Geologist	An updated soils/geotechnical report shall be submitted with the Grading Plan to the Planning Department	Less than significant with design consideration and mitigation
	<p>GD: Be subject to geologic hazards, such as seismic, mudflow, volcanic hazard, dam failure</p>	<p>Required regulations (California Civil Code Section 1103-1103.4 applies to the transfers of real property between private parties, as defined therein, and requires notification upon transfer if the property is affected by one or more natural hazards (including dam failure), General Plan policies: S 4.1)</p> <p>No mitigation required</p>	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance
	<p>G- Be subject to strong seismic ground shaking, expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from seismic shaking; be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Prilo Earthquake Fault Zoning Map issued by the State Geologist for the area, or as delineated on County of Riverside Earthquake Fault Hazard</p>	<p>Required regulations (Riverside County Standards relating to ground shaking)</p> <p>No mitigation required</p>	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance

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	Zones Maps or based on other substantial evidence of a known fault.						
	D1: Change topography or ground surface relief features, create cut or fill slopes greater than 2:1 or higher than 10 feet, or result in grading that affects or negates subsurface sewage disposal systems.	Design Considerations (Slope Stability Report, where cut and fill slopes are created higher than ten feet (10') a landscaping and irrigation plan shall be submitted to the County Building and Safety Department with the Rough Grading Plan submittal).	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with design consideration and mitigation
	D2: Be subject to geologic hazards, such as seismic, mudflow, volcanic, hazard, dam failure.	Required regulations (Division of Safety of Dams regulations, 2007 California Building Code, and Riverside County General Plan Safety Policy 4.1)	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance
	E1: Result in substantial soil erosion or the loss of top soil and/or Bgs located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	No mitigation required Design Consideration (site specific detailed soil reports as well as geotechnical studies must be conducted by the geotechnical engineer prior to final grading activities, which would indicate where expansive soils exist). No mitigation required See MM Geo 3, above.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with design consideration and mitigation
	E2: Change or modify site topography or ground surface relief features and/or create cut or fill slopes greater than 2:1 or higher than 10 feet, or result in grading that affects or negates subsurface sewage disposal systems.	Specific Plan Development Standards (Water and Sewer Development Standards)	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with Specific Plan standards
	F1: The proposed project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	Design Consideration (require additional testing and design recommendations)	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with design consideration
	G1: The proposed project would change deposition, siltation, or erosion which may modify the channel of a river or stream or the bed of a lake.	Required regulations (SWPPP, WQMP) No mitigation required	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance and design consideration

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HAZARDS	H: The proposed project would result in an increase in water-induced erosion either on or off site.	Required regulations (SWPPP) and Design Consideration (all common areas and opens space to be maintained and all recreational facilities to be landscaped and irrigated.) See MM Geo 3, above. No mitigation required.	Less than significant	Not Applicable See MM Geo 3, above.	Not Applicable See MM Geo 3, above.	Not Applicable See MM Geo 3, above.	Less than significant with design consideration and mitigation
	I: The proposed project would result in methane levels, after grading, that exceed the Riverside County standard of 5,000 ppm.	Design Consideration (require a detailed soils report and geotechnical investigation (per Section 7 or the Specific Plan Standards), prior to initial grading activities, which will analyze on-site soil conditions) See MM Geo 3, above. No mitigation required.	Less than significant	Not Applicable See MM Geo 3, above.	Not Applicable See MM Geo 3, above.	Not Applicable See MM Geo 3, above.	Less than significant with design consideration and mitigation
	J: The proposed project would result in areas with organic material in soil that exceed County of Riverside requirements.	Required regulations (County Requirements for Methane Mitigation Protocol on Vacant Lots (version 7/27/01 - Final)) No mitigation required	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance
	K: The proposed project would result in areas with organic in compacted fill that exceed the secondary standard of 5 percent of total volume.	Required regulations (County Requirements for Methane Mitigation Protocol on Vacant Lots (version 7/27/01 - Final)) No mitigation required	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance
	A: Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.	Required regulations (the EPA, the Occupational Safety and Health Administration (OSHA), and the Department of Transportation (DOT). Applicable federal regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). In particular, CFR Title 49 governs the manufacture of packaging and transport containers; packing and repacking, labeling, and the marking of hazardous material transport. State enforcement agencies for hazardous materials transportation regulations are the CHP and Caltrans. General Plan policies (SG.1, 7.1)) No mitigation required	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
B: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Required regulations (SCAQMD Rules and Regulations pertaining to asbestos, DOT office of Hazardous Materials Safety regulations, and Titles 8, 22, and 26 or the CCR)	MM Hazards-Mar 1: To assure that contaminated soils are not used on-site or improperly exported off-site, appropriate soils testing and handling shall occur. Prior to approval of tentative tract maps, site plans, or other discretionary approvals for a given phase of development or specific plan area, the County shall confirm that a Phase I ESA has been prepared for the area that is the subject of the discretionary action. If a Phase I ESA has not been previously prepared for the area, a Phase I ESA shall be performed by a registered environmental assessor (REA) prior to the approval of the discretionary action. If the property had historically been used for agricultural activities, the Phase I ESA shall address the potential for pesticide residues. If potential hazardous materials or conditions are identified in the Phase I report, the recommendations of the ESA shall be implemented. Such recommendations could include surficial sampling and chemical analysis within agricultural areas or where soil staining was observed. The Phase I ESA shall be provided to the County of Riverside and shall be included in any CEQA analysis prepared in connection with the consideration of the future discretionary approvals for development.	Significant	Prior to approval of any implementing project	Planning Department	Phase I Report shall be submitted to the Planning department	Less than significant with mitigation
	MM Hazards-Mar 2: To address impacts related to a release of hazardous materials into the environment, an asbestos and lead paint survey will be required prior to issuance of a demolition permit for the demolition of existing site structures. Recommendations of the study shall be implemented in compliance with all applicable regulations.		Significant	Prior to demolition permit	Building & Safety Department	Submission of asbestos and lead paint survey	Less than significant with mitigation.
	MM Hazards-Mar 3: Removal of structures including buildings, tanks, or buried materials from contaminated areas will require monitoring by a Hazardous Materials trained archaeologist. If buried materials of potential historical, cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all work in that area shall be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines), avoidance or other appropriate measures as discussed in the Cultural Resources Management Plan shall be implemented (See MM Cultural 1+ in Section 5.5 for further information).		Significant	During earthwork on the site.	Planning Department/County Archaeologist	Report at the completion of in-field monitoring	Less than significant with mitigation
	MM Hazards-Mar 3a: If, while performing any excavation as part of project construction, material that is believed to be		Significant	During earthwork on the site.	Developer and County of Riverside Community	Report at the completion of in-field monitoring	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		hazardous waste is discovered, as defined in Section 25117 of the California Health & Safety Code, the developer shall contact the County of Riverside Community Health Agency, Department of Environmental Health. Excavation shall be stopped until the material has been tested and the presence of hazardous waste has been confirmed. If no hazardous waste is present, excavation may continue. If hazardous waste is determined to be present, the County Department of Environmental Health will provide guidance regarding necessary oversight so that the material is removed and disposed of pursuant to applicable provisions of California law.			Health Agency, Department of Environmental Health		
		<u>MM Hazards-Mat 4a:</u> To properly assess the suitability of on-site soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of all Tentative Tract maps or site plans for a given phase of development. This evaluation will include an analysis of the organic matter content of soils on the site. If the organic matter content of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then material will be removed from the site and properly disposed of or mixed with other soils to reduce the organic matter to less than 2 percent prior to grading operations.	Less than significant	Prior to approval of all implementing maps for a given phase	Planning Department County Geologist	An updated soils/geotechnical report shall be submitted with the implementing maps to the Planning Department	Less than significant with design consideration and mitigation
		<u>C:</u> Impact implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance
		<u>D:</u> Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile [1,320-feet] of an existing or proposed school.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance
		<u>E:</u> Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (CORPESB) and, as a result, would it create a significant hazard to the public or the environment.	Significant	Prior to construction start of Planning Areas 4, 6, 7, 10, & 12 and the Drainage Channel	Planning Department County of Riverside Waste Management Department Project Proponent	Prior to construction of PA 4, 6, 7, 10, & 12 and the Drainage Channel, the project proponent shall show proof from the County Waste Management Department that the dump site has been remediated.	Less than significant with mitigation
		<u>F:</u> Expose people or structures	Significant	Prior to the issuance of	Building & Safety	Building Plans shall be	Less than significant with
		Design Considerations (100-foot fuel modification zone, 50' of					

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
	<p>to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.</p>	<p>open space/regional park is designated between proposed development and the San Jacinto Wildlife Area) MM Hazard-5: All buildings shall be constructed with fire retardant roofing material as described in Section 1503 of the Uniform Building Code. MM Hazard-6: Prior to the approval of any development plan for lands adjacent to open space areas (Planning Areas 58, 66, 68, 69, 73, and 81), a fire protection/vegetation management (fuel modification) plan shall be submitted to the fire department for review and approval. The Homeowners' Association or appropriate management entity shall be responsible for maintaining the elements of the plan. If significant eligible cultural resources are located within or adjacent to a fuel modification zone, the fire protection/vegetation management plan shall be prepared in conjunction with parties knowledgeable about the cultural resources such as the County Archaeologist, and Native American representatives.</p>	<p>Significant</p>	<p>building permits Prior to construction of Planning Areas 58, 66, 68, 69, 73, and 81.</p>	<p>Department and County Fire Department</p>	<p>submitted and approved A Fuel Modification Plan shall be submitted and approved by the Fire Department prior to construction of PA 58, 66, 68, 69, 73, and 81.</p>	<p>project design considerations and mitigation Less than significant with project design considerations and mitigation</p>

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
HYDROLOGY	A. Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	Required regulation (WQMP, General Plan policies: OS 3.3, OS 5.3) and Design Considerations (The Villages of Lakeview Specific Plan Drainage Plan Development Standards).	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with design considerations and regulatory compliance
	B. Violate any water quality standards or waste discharge requirements.	Required regulation (NPDES, WQMP, General Plan policies: OS 3.3) No mitigation required.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance
	C. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).	Design Considerations (The Villages of Lakeview Specific Plan Drainage Plan Development Standards and Drainage Plan). No mitigation required.	Required regulation (WQMP, General Plan policies: OS 3.3, OS 5.3) and Design Considerations (The Villages of Lakeview Specific Plan Drainage Plan Development Standards and Drainage Plan). MM Hydro 1: To address potential significant adverse environmental impacts associated with interim conditions that may exist prior to the completion of the overall project storm drain and water quality treatment system, the following mitigation shall be required. Prior to approval of future Tentative Tract maps within THE VILLAGES OF LAKEVIEW SPECIFIC PLAN which are proposed prior to completion of the overall project drainage improvements, hydrology studies will be required to analyze potential impacts and identify any needed improvements within the tract and/or within the Specific Plan or offsite which are required to accommodate storm water flows and address water quality, as required by the County of Riverside and Regional Water Quality Control Board. Potential operational BMPs may include vegetated swales, sand filtration systems, water quality inlets, mechanical separators, and/or other proprietary devices as needed to treat expected pollutants from development (See Table 5.8-D).	Significant	Prior to the approval of tentative tract map for each implementing project.	Riverside Flood Control District and/or Planning Department	Substantial of drainage studies and WQMP's to Riverside Flood Control District
D. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off.	Required regulation (WQMP, General Plan policies: OS 3.3, OS 5.3) and Design Considerations (The Villages of Lakeview Specific Plan Drainage Plan Development Standards and Drainage Plan). No mitigation required.	Required regulation (WQMP, General Plan policies: OS 3.3, OS 5.3) and Design Considerations (The Villages of Lakeview Specific Plan Drainage Plan Development Standards and Drainage Plan). MM Hydro 1: To address potential significant adverse environmental impacts associated with interim conditions that may exist prior to the completion of the overall project storm drain and water quality treatment system, the following mitigation shall be required. Prior to approval of future Tentative Tract maps within THE VILLAGES OF LAKEVIEW SPECIFIC PLAN which are proposed prior to completion of the overall project drainage improvements, hydrology studies will be required to analyze potential impacts and identify any needed improvements within the tract and/or within the Specific Plan or offsite which are required to accommodate storm water flows and address water quality, as required by the County of Riverside and Regional Water Quality Control Board. Potential operational BMPs may include vegetated swales, sand filtration systems, water quality inlets, mechanical separators, and/or other proprietary devices as needed to treat expected pollutants from development (See Table 5.8-D).	Significant	Prior to the approval of tentative tract map for each implementing project.	Riverside Flood Control District and/or Planning Department	Substantial of drainage studies and WQMP's to Riverside Flood Control District	Less than significant with mitigation, design consideration and regulatory compliance.

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
	E: Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	No mitigation required.	No impact	Not Applicable	Not Applicable	Not Applicable	No impacts
	F: Place within a 100-year flood hazard area structures which would impede or restrict flood flows.	Design Considerations (proposed backbone drainage facilities, passive parks, Lime A, water quality basin) No mitigation required.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with design considerations
	G: Otherwise substantially degrade water quality.	Required regulation (SWPPP, General Plan policies: OS 3.3) and Design Consideration (WQMP). No mitigation required.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with design consideration and regulatory compliance
	H: Include new or retrofitted storm water Treatment Control Best Management Practices (BMPs) (e.g., water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects	Required regulations (WQMP) and Design Considerations (Design guidelines for swales and debris basins) No mitigation required	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with design consideration and regulatory compliance
	I: Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	Required regulation (WQMP, General Plan policies: OS 5.3, S 4.8, S 4.9, S 4.18) and Design Consideration (Master Drainage Plan) See mitigation measures MM Hydro 1, above.	Significant	See MM Hydro 1, above	See MM Hydro 1, above	See MM Hydro 1, above	Less than significant with mitigation measure, design considerations and regulatory compliance.
	J: Change in absorption rates or the rate and amount of surface run-off.	Required regulations (Regional WQMP, NPDES) and Design Considerations (Open space preservation, parks and tree planting, an increase of the Floodplain storage capacity) No mitigation required	Less than significant	Not Applicable	Less than significant	Less than significant	Less than significant with design consideration and regulatory compliance
	K: Expose people or structures to a significant risk of less, injury or death involving flooding, including flooding as a result of the failure of a levee or dam	Regulatory requirements (Real estate code disclosure). No mitigation required	Less than significant	Not Applicable	Less than significant	Less than significant	Less than Significant without mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
LAND USE	(Dam Inundation Area)						
	L: Change in the amount of surface water in any water body.	Design Considerations (Project Master Drainage Plan)	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with design considerations
LAND USE	A: Result in a substantial alteration of the present or planned land use of an area	No mitigation required No feasible mitigation, regulation or design consideration can lessen the impacts with respect to substantial alteration from present land use of the area. Section 8.0, Alternatives, presents alternatives which reduce this impact and the No Project Alternative (Alt. 2) eliminates this impact but creates impacts different than those of the project, as discussed in Section 8.0. Required regulations (7% Ag. conversion) and Design Consideration (General Plan Amendment).	Significant	Not Applicable	Not Applicable	Not Applicable	Significant impacts result related to existing land uses – both project and cumulative.
	B: Have an effect on land use within a city sphere of influence and/or within adjacent city or county boundaries	No mitigation required	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant
LAND USE	C: Be inconsistent with the site's existing or proposed zoning	If the project GPA is approved, then SP is consistent with what zoning will be required for consistency, therefore, no mitigation required.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant without mitigation
	D: Be incompatible with existing surrounding zoning	MM Land Use I: To reduce potential significant adverse impacts due to incompatibility between agricultural uses and proposed suburban development, proposed residences, school buildings, and commercial structures shall be setback 300 feet from existing active agricultural uses of an offensive nature which are defined as: corrals, chicken houses, dairy waste ponds, manure stockpiles, or commercial livestock. This setback shall not apply to areas of the project where Ramona Expressway intervenes between active agriculture and proposed development because the expressway will act as the buffer. The 300-foot buffer area may include public road rights-of-way, parking lots, and service or maintenance areas. In addition to project edge conditions, the 300-foot setback shall also apply to interim conditions on-site between occupied project-related buildings and existing on-site agricultural uses of an offensive nature (e.g., chicken ranch) that are located in a later phase of project development and may remain operational while earlier phases of development are being built. (Same as MM Ag 1.)	Significant	Prior to the approval of tentative tract map for each implementing project	Planning Department	Tentative tract Maps shall be submitted to the Planning Department for approval. The TTM shall show the 300-ft setback from active agricultural uses.	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		MM Land Use 2: To reduce potential land use density/intensity conflicts between existing rural residences on Mike Lane and future residential homes within Planning Areas 55, 57, and 58, a sight line study or evidence showing avoidance of views from proposed residences into existing homes on Mike Lane shall be submitted at the time of Tract Map submittal, or as otherwise approved by the Planning Director. Conflicts may be avoided through use of various means including but not limited to: location of windows and balconies, landscaping, walls, elevation differences, or setbacks.	Significant impact	Prior to the approval of tentative tract map for each implementing project	Planning Department	Tentative tract Maps shall be submitted to the Planning Department for approval. The TTM shall show the recommended setbacks and landscaping screens.	Less than significant with mitigation
	E: Be incompatible with existing and planned surrounding land uses	With MM Land Use 1 and 2 above, and design considerations such as the equestrian trail, impacts due to incompatibility with adjacent existing and planned surrounding land uses will be less than significant.	Significant impact	See MM Land Use 1 & 2, above	See MM Land Use 1 & 2, above	See MM Land Use 1 & 2, above	Less than significant with mitigation.
	F: Disrupt or divide the physical arrangement of an established community	With the implementation of hunting regulations within the SJWA, no land use incompatibilities will exist between the SJWA and the project. No mitigation required	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant without mitigation
	G: Be inconsistent with the land use designations and policies of the General Plan	MM Land Use 3: To eliminate inconsistencies with General Plan Policy LU 4.1, which encourages public art, and to provide a mechanism for interpretation of some of the historic land uses of the project site, public art and/or historic interpretation art or exhibits, shall be incorporated into the project in a minimum of three locations. At least one exhibit will focus on the project site's prehistoric archaeological resources and interpretation at a location(s) to be determined at a later date depending on subject matter. Examples of the other exhibits may include but are not limited to: interpretive exhibits regarding the thoroughbred farm located within the park to be built in PA 53, art as a part of community entry monumentalation, or art within fountains at a plaza within a pedestrian-oriented commercial center.	Significant impact	Prior to approval of VPRs for the Park Village, Town Center Village, and Enclave Village.	Planning Department	VPR submitted to Planning Department for approval.	Significant impacts related to inconsistencies with policies directed at conservation of agriculture, and indirect effects of substantial population growth on open space and rural character remain with mitigation.
NOISE	A: Substantial [5dBA or greater] permanent increase in ambient noise levels in the project vicinity above levels existing without the project	No feasible mitigation.	Significant impact	Not Applicable	Not Applicable	Not Applicable	Significant and unavoidable area-wide noise impacts
	B: Substantial [5 dBA or greater] temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project	MM Noise 1: Whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6 p.m. and 6 a.m. during the months of June through September and between 6 p.m. and 7 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.	Significant impact	During project construction	Building & Safety Department	On-site verification	Less than significant with mitigation.

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>MM Noise 2: Provide portable barriers for high-noise activities (dumping of ballast materials for example) taking place adjacent to existing sensitive receptors. The barrier is to be placed near the mass-producing equipment, between the noise source and the receptors. These barriers may be constructed on-site (for example) from 4-foot by 8-foot sheets of marine plywood (minimum one-inch thick) or one and one eighth inch (1 1/8") tongue-in-groove sub-floor, backed with three and a half inch (3 1/2") thick R-11 fiberglass insulation for sound absorption. Several such panels may be hinged together in order to be self-supporting and to provide a continuous barrier.</p>	Significant impact	During project construction	Building & Safety Department	On-site verification	Less than significant with mitigation.
		<p>MM Noise 3: All construction vehicles and equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.</p>	Significant impact	During project construction	Building & Safety Department	On-site verification	Less than significant with mitigation.
		<p>MM Noise 4: To the extent feasible, the noisiest operations shall be scheduled to occur simultaneously in the construction program to avoid prolonged periods of annoyance.</p>	Significant impact	Prior to construction scheduling	Building & Safety Department	On-site verification	Less than significant with mitigation.
		<p>MM Noise 5: The construction contractor shall locate equipment/vehicle staging and stockpiling as far as practicable from existing residential dwellings and other noise-sensitive receptors.</p>	Significant impact	During project construction	Building & Safety Department	On-site verification	Less than significant with mitigation.
		<p>MM Noise 6: Have no music or electronically reinforced speech from construction workers audible at noise-sensitive property.</p>	Significant impact	During project construction	Project construction managers Building & Safety Department	On-site verification	Less than significant with mitigation.
		<p>MM Noise 7: All project workers exposed to noise levels above 80 dBA shall be provided with personal protective equipment for hearing protection (i.e., earplugs and/or earmuffs); areas where noise levels are routinely expected to exceed 80 dBA shall be clearly posted with signs requiring hearing protection to be worn.</p>	Significant impact	During project construction	Project construction managers Building & Safety Department	On-site verification	Less than significant with mitigation.
		<p>MM Noise 7a: The developer shall notify neighboring residents within 1/4 mile of any areas that will require blasting, as to the timing and duration of any potential blasting activities associated with the proposed project. Notification shall take place a minimum of five working days prior to anticipated blasting activities.</p>	Significant impact	Notification shall take place a minimum of five working days prior to anticipated blasting activities.	Planning Department	Planning Department shall be notified at the same time residents are notified.	Less than significant with mitigation.

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
	C: Exposure of persons to or generation of noise levels that exceed Riverside County General Plan standards	<p>To reduce or eliminate impacts related to the project exceeding Riverside County General Plan standards, the following mitigation measures shall be implemented:</p> <p>MM Noise 8: Prior to approval of each tentative tract and plot plan, an acoustical impact analysis shall be submitted with the required acoustical review application form and fees to Riverside County Department of Environmental Health Office of Industrial Hygiene for review and approval. The acoustical impact analysis will address the noise that might be produced from traffic with respect to residential structures and stationary noise sources and will identify the sound barrier requirements for each tentative tract or plot plan to ensure that the 65 dBA exterior standard for sensitive receptors is met. Sound barrier heights will be based upon specific lot configurations, landscaping, and other details provided with the tentative tract maps and plot plans. Required sound barriers shall be constructed prior to final inspection building permit issuance of the last residential/commercial unit. To retain visibility and access, a combination of setbacks, berms, and walls may be used to achieve acceptable noise levels.</p>	Significant impact	Prior to approval of any implementing project, acoustical impact analysis approved.	Department of Public Health- Office of Industrial Hygiene	A Noise Study shall be submitted to the Office of Industrial Hygiene	Less than significant with respect to mitigation with respect to interior and exterior noise levels. Less than significant with 500-foot buffer with respect to potential project noise impacts on the SWA. Less than significant with mitigation with respect to impacts from hunting on project residents.
		<p>MM Noise 9: Prior to issuance of building permits within a tract, a final noise study shall be submitted with the required acoustical review application form and fees to the Riverside County Department of Environmental Health Office of Industrial Hygiene for review and approval. The final noise study will verify the effectiveness of mitigation measures proposed in acoustical impact analysis required in MM Noise 8 and will calculate necessary Sound Transmission Class (STC) sound ratings for the windows of homes subject to exterior noise impacts greater than 65 dBA and provide the structural requirements necessary to meet an interior level of 45 dBA. A unit-to-unit transmission analysis should be performed for multi-family structures for structures containing more than one use (e.g., residential and commercial live-at-work buildings). This type of analysis attempts to ensure that noise does not spill from one unit over into another.</p>	Significant impact	Prior to the issuance of building permits	Department of Public Health- Office of Industrial Hygiene	A Final Noise Study shall be submitted to the Office of Industrial Hygiene	Less than significant with mitigation with respect to interior and exterior noise levels.
		<p>MM Noise 10: Prior to approval of a site development permit for commercial/office development, a noise study will be required for the final version of the commercial portions of the project site to ensure that noise from the commercial area will not impact adjacent residential land uses by exceeding the County's noise limits of 65 dBA during the day and 45 dBA at night in any ten minute period. To retain visibility and access, setbacks, berms, and walls may be used to achieve acceptable noise levels.</p>	Significant impact	Prior to approval of any implementing project	Department of Public Health- Office of Industrial Hygiene	A Final Noise Study shall be submitted to the Office of Industrial Hygiene	Less than significant with mitigation with respect to interior and exterior noise levels.

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
	D. Expose people to excess ground-borne vibration or ground-borne noise levels	<p>To reduce impacts of noise from hunting activities in the STWA, the following mitigation measure shall be implemented:</p> <p>MM Noise 11: To inform future residents of The Village of Lakeview that hunting is allowed in the San Jacinto Wildlife Area, and their proximity to said hunting, which may cause loud intermittent noises from gunshots, a disclosure statement shall be provided to prospective buyers prior to the purchase of homes within the proposed project. A copy of the Department of Real Estate (DRE) White Report shall be given to the County Planning Department that the sales staff/resrow officers, for each housing area being sold have included such notification prior to Final Inspection.</p>	Significant impact	Prior to the issuance of Final Inspection	Planning Department	Substantial of disclosure to the Planning Department	Less than significant with respect to potential project noise impacts on the STWA. Less than significant with mitigation with respect to impacts from hunting on project residents.
		See mitigation measures MM Noise 1 through 7, above.	Significant impact	See MM Noise 1-7, above	See MM Noise 1-7, above	See MM Noise 1-7, above	Less than significant with mitigation

Table 2-4, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
POPULATION	A: Cumulatively exceed official regional or local population projections	No feasible mitigation. See Alternatives Section 8.0 for discussion of alternative which reduce population.	Significant impact	Not Applicable	Not Applicable	Not Applicable	Significant impact without mitigation
	B: Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)	No feasible mitigation. See Alternatives Section 8.0 for discussion of alternative which reduce population.	Significant impact	Not Applicable	Not Applicable	Not Applicable	Significant impact without mitigation
PUBLIC SERVICES	A: (Fire) Result in substantial adverse physical impacts associated with the provision of new or physically altered fire service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	MM Fire 1: To assure that the project development does not proceed faster than adequate fire service facilities are provided, the necessary fire station identified in the Development Agreement shall be constructed and operational prior to issuance of building permit for the 5,500 ^{sq} dwelling unit within the project, to accommodate the equipment and staff necessary to serve all development within The VILLAGES OF LAKEVIEW Specific Plan in accordance with the terms of The VILLAGES OF LAKEVIEW Development Agreement or other agreement with the Riverside County Fire Department.	Significant impact	Prior to the issuance of the 5,500 ^{sq} Fire-Resistant Building Permit	County Fire Department		Less than significant with mitigation
		MM Fire 2: To ensure that adequate fire stations are provided to serve project development, the Master Developer shall pay fire services development impact fees pursuant to Ordinance 659.7 or, provide land and/or facilities to satisfy Fire Department services standards and ensure the construction and operations of adequate fire stations in accordance with the terms of The Villages of Lakeview Development Agreement or other agreement with the Riverside County Fire Department.	Significant impact	Prior to the issuance of building permits	County Fire Department	Payment of Fees	Less than significant with mitigation
		MM Fire 3: 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 review and approval by the Riverside County Fire Department.	Significant impact	Prior to the approval of Water and Sewer Plans	County Fire Department	Water Improvement Plans shall be submitted and approved by the County Fire Department	Less than significant with mitigation
	B: (Medical) Result in substantial adverse physical impacts associated with the provision of new or physically altered medical service facilities, the construction of which could cause significant	Required regulations (Mitigation Measure 4.15.7A of the County General Plan EIR (Health Services)), Design Considerations (Health clinics/educational programming, and medical clinics/offices allowed on-site), No mitigation required	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance and project design considerations

Table 2-4, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
	environmental impacts, in order to maintain acceptable service ratios, response times, or other established performance objectives.						
	C: (Libraries) Result in the need for the provision of new or physically altered library service facilities in order to maintain acceptable service ratios, response times, or other established performance objectives.	Required regulations (Ordinance No. 659 6 (Libraries)), and project design considerations (provision of a library),	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance and design considerations
	D: (Schools) Result in the need for the provision of new or physically altered school facilities in order to maintain acceptable service ratios, response times, or other established performance objectives.	Payment of school fees.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance
	E: (Shortly) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios of (1) one sworn officer per 1,000 residents	Required regulations (Ordinance No. 659 6, General Plan policies (LU 5.1)	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance
RECREATION	A: Includes recreational facilities or requires the construction or expansion of recreational facilities which might have a significant adverse physical effect on the environment.	Required regulations (General Plan policies (OS 20.4, OS 20.5, OS 20.6) No mitigation required.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance
	B: Is located within a County Service Area of recreation and park district with a Community Parks and	Required regulations (Riverside County Ordinance No. 460,143, Section 10.35) and Design Considerations (Specific Plan Standard B.1.d.12)	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance and design considerations

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
TRANS/TRAFFIC	Recreation Plan where Quimby fees could apply and adequate park land and/or fees are not provided	No mitigation required.					
	C: Includes the increased use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	Required regulations (Riverside County Ordinance No. 460.143, Section 10.35) and Design Considerations (Specific Plan Standard B.1.d.12).	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance and design considerations
	D: Does not include recreational trails that connect to regional and local trails or the project splits or eliminates an existing recreational trail	No mitigation required.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant
	A: Exceed either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways and/or cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.	Required regulations (TDMF, RBBB, DJF) MM Trans 1: All roads shall be improved to the recommended General Plan or Specific Plan designation, as approved by the County Board of Supervisors, or as approved by the Transportation Department. If there is a conflict between the General Plan and Specific Plan, the General Plan designation would prevail unless specific findings are made by the County that the Specific Plan improvement is consistent with the General Plan. MM Trans 2: The project proponent shall prepare a traffic impact study for each "Village" of development within the SP. The Village-level traffic analysis will be a refinement of the SP Traffic Impact Analysis. Traffic studies for individual implementing projects may be required for individual implementing projects within the boundaries of Specific Plan No. 342, at the discretion of the Transportation Department. Traffic studies for individual implementing projects, if needed, shall identify the impacts of the implementing project and needed roadway improvements to be constructed prior to each implementing project. If development within SP 342 occurs in a different order than the phasing assumptions stated on page 3 of the County Condition of Approval 10, TRANS, or if phases overlap substantially, a new traffic study may be required to determine if any improvements from the prior on-built phase need to be constructed to mitigate impacts by the phase being developed.	Significant Impact	Concurrently with the first implementing map in each Village. Or As required by the Transportation Department	Transportation Department	Approval of traffic study	Less than significant with mitigation.

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>MM Trans 3: Roadways internal to the project shall be constructed as needed for development, as determined on the basis of Village-level traffic studies.</p>	Significant Impact	Pursuant to Conditions of Approval for each implementing map.	Transportation Department	Traffic study	Less than significant with mitigation.
		<p>MM Trans 4: Prior to the 1st occupancy, applicant shall widen Ramona Expressway to four lanes from westside of Lakeview Avenue to eastside of Hansen Avenue, and signalize the intersection at Lakeview Avenue and Ramona Expressway.</p>	Significant Impact	Prior to 1 st Certificate of Occupancy	Transportation Department	Final inspection of required improvements.	Less than significant with mitigation.
		<p>MM Trans 5: At such time as the project phasing requires the construction of AA Street and its connection via Reservoir Avenue to Ramona Expressway, applicant shall install a traffic signal at the intersection of Reservoir Avenue and Ramona Expressway, connect Reservoir Avenue to Lakeview Avenue via an alignment approved by the Transportation Department, and close the intersection at Lakeview Avenue and Ramona Expressway. The new signal at Reservoir Avenue and Ramona Expressway is eligible for traffic signal fee credit in accordance with the County's DJF Program.</p>	Significant Impact	Prior to construction of AA Street and its connection via Reservoir Avenue to Ramona Expressway	Transportation Department	Approval of Street Improvement Plans or traffic study	Less than significant with mitigation.
		<p>As an alternative, the project proponent shall provide a village-level traffic study to demonstrate that an interim/temporary solution is possible to mitigate the traffic impacts of the project and to provide accessibility until the grade separated interchange at Reservoir Avenue and Ramona Expressway is completed.</p>					
		<p>MM Trans 6: Prior to the issuance of occupancy permits for the 1,201st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway to 4 lanes with a median between Lakeview Avenue and the existing 4-lane section of Ramona Expressway located eastside of the City of Peris, OR</p> <ul style="list-style-type: none"> - The County shall have awarded a construction contract, with full funding in place, for this improvement. - The widening of this section of Ramona Expressway may require construction of a bridge. The project shall receive credit against the TUMF fees and RBBD fees for this improvement. In the event that the cost of these improvements exceeds the project's TUMF and RBBD contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCCG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Novo RBBD area to fully fund these improvements. - In addition to the County's efforts to secure funding for the 	Significant Impact	Prior to 1,201 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permits Or Award by County of construction contract with full funding in place	Transportation Department Building & Safety Department Project proponent	Approval of road and bridge improvement Plans Payment of TUMF and RBBD fees by the project proponent	Temporary Significant Unavoidable project-specific and Cumulative Impacts After Mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>road widening and bridge improvements from WRCCOG and RCTC, applicant will establish a Community Facilities District (CFD) or other acceptable funding mechanism to fully fund any shortfall in the delivery of the four lane improvement. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBID and TUMF fees that the current phase of development would generate.</p>					
		<p>MM Trans 7: Prior to the issuance of occupancy permits for the 1,201st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall install a traffic signal at Bridge Street/Ramona Expressway, and widen Ramona Expressway to 4 through lanes through the intersection, this improvement is eligible for traffic signal fee credit, or</p> <p>The County shall have awarded a construction contract, with full funding in place, for this improvement.</p>	Significant Impact	Prior to 1,201 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit Or Award of contract	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant After Mitigation
		<p>MM Trans 8: Prior to the issuance of occupancy permits for the 2,201st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Hansen Avenue eastside to 4 through lanes with a median from Hansen Avenue eastside to 5th Street, OR</p> <ul style="list-style-type: none"> - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project's TUMF and RBBID contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBID area to fully fund these improvements. <p>In addition to the County's efforts to secure funding for the road widening improvements from WRCCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBID and TUMF fees that the current phase of development would generate.</p>	Significant Impact	Prior to 2,201 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit Or Award of contract	Transportation Department Building & Safety Department	Approval of Street Improvement Plans Payment of TUMF and RBBID fees	Temporary Significant Unavoidable project-specific and Cumulative Impacts After Mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>MM Trans 9: Prior to the issuance of the 2,391st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall construct Reservoir Avenue as a two-lane facility between Nivevo Road and 10th Street, OR funding for this improvement shall be assured, otherwise.</p> <p>MM Trans 10: Prior to the issuance of the 2,581st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Nivevo Road from two lanes to four lanes between Dunlap Road and Foothill Avenue, OR funding for this improvement shall be assured, otherwise.</p> <p>MM Trans 11: Prior to the issuance of the 2,741st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Nivevo Road from two lanes to four lanes between Foothill Avenue and Mentice Road, OR funding for this improvement shall be assured, otherwise.</p>	<p>Significant Impact</p> <p>Significant Impact</p> <p>Significant Impact</p>	<p>Prior to 2,391st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit</p> <p>Prior to 2,581st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit or funding is assured</p> <p>Prior to 2,741st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit or funding assured</p>	<p>Transportation Department Building & Safety Department</p> <p>Transportation Department Building & Safety Department</p> <p>Transportation Department Building & Safety Department</p>	<p>Approval of Street Improvement Plans</p> <p>Approval of Street Improvement Plans</p> <p>Approval of Street Improvement Plans</p>	<p>Less than Significant with mitigation</p> <p>Temporary Significant Unavoidable project-specific and Cumulative Impacts After Mitigation</p> <p>Less than significant</p>
		<p>Signals</p> <p>To the extent that others have not installed the signals prior to the time they are needed for SP 0342, the proponent of SP 342 and all subsequent implementing projects within the Specific Plan shall be responsible for design, construction, and installation of traffic signals at the following off-site intersections or as approved by the Transportation Department.</p> <p>The timing of the off-site signal needs in each phase will be determined based on detailed Village-level traffic studies.</p> <p>The need for signals at on-site intersections will be determined based on detailed Village-level traffic studies.</p> <p>MM Trans 12: The following signals shall be installed prior to the issuance of the 1,601st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</p> <ul style="list-style-type: none"> • Bridge Street (NS) at Ramona Expressway (EW) • Lakeview Avenue (NS) at Ramona Expressway (EW) - temporary connection, disconnected when signal or grade separation is installed at Reservoir Avenue (realigned) (NS) at Ramona Expressway (NS). • Hansen Avenue/Davis Road (NS) at Ramona Expressway (EW) (modification) • On-site signals as needed to support development 	<p>Significant Impact</p>	<p>Prior to 1,601st issuance of Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits or earlier, as determined by Village level traffic study</p>	<p>Transportation Department Building & Safety Department</p>	<p>Approval of Street Improvement Plans</p>	<p>Less than significant after mitigation</p>

Table 2-4, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>MM Trans 13: The following signals shall be installed prior to the issuance of the 3,201st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</p> <ul style="list-style-type: none"> • Reservoir Avenue (NS) at 10th Street (EW) • Menifee Road (NS) at Nuevo Road (EW) • 5th Street/Town Center Boulevard (NS), or location in vicinity, at Ramona Expressway (EW) – temporary signal, disconnected when Town Center is connected to Ramona Expressway at its ultimate location. • On-site signals as needed to support development <p>Intersections</p>	Significant Impact	Prior to 3,201 st issuance of Certificate of Occupancy or equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>If, prior to the recordation of the first tract in Phase 1A or the issuance of a building permit for any non-residential uses in Phase 1A, funding is assured for the County-led improvements along the Ramona Expressway corridor, the mitigation measures preceded by ** may be waived at the discretion of the County.</p> <p><i>The following intersection improvements shall be provided prior to the issuance of the 1,601st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</i></p>					
		<p>MM Trans 14: The City of Perris and the County of Riverside are coordinating with Caltrans on the improvements at the I-215 interchange ramps. The following geometries are included in the current Caltrans improvement plan for this intersection and are expected to be completed by this phase. The intersection of I-215 Southbound Ramps at Ramona Expressway shall be improved to provide the following geometries:</p> <p>Northbound: Not applicable.</p> <p>Southbound: One left turn lane. One shared left turn and through lane. One right turn lane.</p> <p>Eastbound: One through lane. One shared through and right turn lane.</p> <p>Westbound: One left turn lane. Two through lanes.</p>	Significant	Prior to the issuance of the 1,601 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Final Inspection	Less than significant
		<p>MM Trans 15: Improve the intersection of Hansen Avenue/Davis Road and Ramona Expressway to include the following geometries:</p> <p>Northbound: One left turn lane. One shared through and right turn lane.</p> <p>Southbound: One left turn lane. One shared through and right turn lane.</p> <p>Eastbound: One left turn lane. One through lane. One shared through and right turn lane.</p> <p>Westbound: One left turn lane. One through lane. One shared through and right turn lane.</p>	Significant	Prior to the issuance of the 1,601 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>MM Trans 16: Improve the Intersection of Lakeview Avenue and Ramona Expressway to provide signalization and include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One right turn lane. Westbound: One left turn lane. One through lane. One right turn lane.</p>	Significant	<p>Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits</p>	<p>Transportation Department Building & Safety Department</p>	<p>Approval of Street Improvement Plans</p>	<p>Less than significant with mitigation</p>
		<p>MM Trans 17: Improve the Intersection of Lakeview Avenue and 10th Street to provide signalization and include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One right turn lane. Westbound: One left turn lane. One shared through and right turn lane.</p>	Significant	<p>Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits</p>	<p>Transportation Department Building & Safety Department</p>	<p>Approval of Street Improvement Plans</p>	<p>Temporary Significant Impact After Mitigation</p>
		<p>MM Trans 18: Improve the Intersection of Reservoir Avenue and 10th Street to include the following geometrics:</p> <p>Northbound: One shared left turn, through, and right turn lane. Southbound: One shared left turn, through, and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Westbound: One shared left turn, through, and right turn lane.</p>	Significant	<p>Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits</p>	<p>Transportation Department Building & Safety Department</p>	<p>Approval of Street Improvement Plans</p>	<p>Less than significant after mitigation</p>
		<p>MM Trans 19: **Improve the Intersection of Bridge Street and Ramona Expressway to include the following geometrics:</p> <p>Northbound: Not applicable. Southbound: One left turn lane. One right turn lane. Eastbound: One left turn lane. Two through lanes. Westbound: One left turn lane. Two through lanes. One right turn lane.</p>	Significant	<p>Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits</p>	<p>Transportation Department Building & Safety Department Caltrans</p>	<p>Approval of Street Improvement Plans</p>	<p>Less than significant after mitigation.</p>

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
<p><i>The following intersection improvements shall be provided prior to the issuance of the 3,201st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</i></p>							
	<p>MM Trans 20: Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometries:</p> <p>Northbound: One left turn lane, One through lane, One right turn lane. Southbound: One left turn lane, One shared through and right turn lane. Eastbound: One left turn lane, One through lane, One right turn lane. Westbound: One left turn lane, One shared through and right turn lane.</p> <p>OK. A village-level traffic study shall be provided to demonstrate that an interim/temporary solution is possible to mitigate the traffic impacts of the project and to provide accessibility until the grade separated interchange at Reservoir Avenue and Ramona Expressway is completed.</p>	<p>Significant</p>	<p>Prior to the issuance of the 3,201st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permit</p>	<p>Transportation Department Building & Safety Department</p>	<p>Approval of Street Improvement Plans Or Village level traffic study</p>	<p>Less than significant with mitigation</p>	
	<p>MM Trans 21: Improve the intersection of 5th Street and Ramona Expressway to include the following geometries:</p> <p>Northbound: One left turn lane, One right turn lane. Southbound: Not applicable. Eastbound: Two through lanes, One right turn lane. Westbound: One left turn lane, Two through lanes.</p>	<p>Significant</p>	<p>Prior to the issuance of the 3,201st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permit</p>	<p>Transportation Department Building & Safety Department</p>	<p>Approval of Street Improvement Plans</p>	<p>Less than significant with mitigation</p>	
	<p>MM Trans 22: Improve the intersection of Reservoir Avenue and 10th Street to provide signalization and include the following geometries:</p> <p>Northbound: One left turn lane, One shared through and right turn lane. Southbound: One left turn lane, One shared through and right turn lane. Eastbound: One left turn lane, One shared through and right turn lane. Westbound: One left turn lane, One shared through and right turn lane.</p>	<p>Significant</p>	<p>Prior to the issuance of the 3,201st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permit</p>	<p>Transportation Department Building & Safety Department</p>	<p>Approval of Street Improvement Plans</p>	<p>Less than significant with mitigation</p>	
	<p>MM Trans 23: Improve the intersection of Lakeview Avenue and Nuevo Road to include the following geometries:</p> <p>Northbound: Not applicable. Southbound: One left turn lane, One right turn lane. Eastbound: One left turn lane, One through lane. Westbound: One shared through and right turn lane.</p>	<p>Significant</p>	<p>Prior to the issuance of the 3,201st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permit</p>	<p>Transportation Department Building & Safety Department</p>	<p>Approval of Street Improvement Plans</p>	<p>Temporary significant impact after mitigation</p>	

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>MM Trans 29: Construct the intersection of Hansen Avenue and Project Access to include the following geometrics:</p> <p>Northbound: One shared through and right turn lane. Southbound: One shared left turn and through lane. Eastbound: Not applicable. Westbound: One shared left turn and right turn lane. Stop controlled.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 30: Construct the intersection of SS Boulevard and Project Access to include the following geometrics:</p> <p>Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One shared left turn, through, and right turn lane. Westbound: One shared left turn, through, and right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 31: Construct the intersection of SS Boulevard and MM Street to include the following geometrics:</p> <p>Northbound: One shared left turn, through, and right turn lane. Southbound: One shared left turn, through, and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 32: Construct the intersection of SS Boulevard and Lakeview Avenue to include the following geometrics:</p> <p>Northbound: One shared left turn and through lane. Southbound: One shared through and right turn lane. Eastbound: One shared left turn and right turn lane. Stop controlled. Westbound: Not applicable.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 33: Construct the intersection of Town Center Boulevard and Retail Access to include the following geometrics:</p> <p>Northbound: One shared through and right turn lane. Southbound: One shared left turn and through lane. Eastbound: Not applicable.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		Westbound: One shared left turn and right turn lane. Stop controlled. MM Trans 34: Construct the intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics: Northbound: One shared left turn and through lane. Stop controlled. Southbound: One shared through and right turn lane. Stop controlled. Eastbound: One shared left turn and right turn lane. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 35: Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees (Riverside County Traffic Signal Systems Fee Program).	Significant Impact	Prior to approval of each implementing map	Transportation Department	Payment of fees per the Riverside County Traffic Signal Systems Fee Program	Temporary significant impact after mitigation due to uncertain time of improvements
		MM Trans 36: The project proponent shall be required to pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance of a building permit, pursuant to Ordinance No. 824.	Significant Impact	Issuance of Building Permit	Transportation Department	Payment of TUMF	Temporary significant impact after mitigation due to uncertain time of improvements
		MM Trans 37: Prior to the issuance of building permits for any implementing project for SP 342, each implementing project within any phase of SP 342 shall be asked to pay the RBBBD fee once it has been established and adopted. In the event the RBBBD is not formed prior to the time when an implementing project is ready to record a map or obtain a building permit (for non-residential projects), the proponent of the implementing project will have the option of paying an estimated RBBBD fee or constructing those RBBBD roadway improvements identified by the Transportation Department based on the Traffic Impact Study Report needed to mitigate its proportional share of cumulative impacts, or as approved by the Transportation Department.	Significant Impact	Prior to issuance of Building Permits	Building & Safety Department	Payment of RBBBD fees	Temporary significant impact after mitigation due to uncertain time of improvements
		MM Trans 38: Proposed project-level mitigation measures shall be coordinated with the RBBBD to ensure that they are in conformance with the ultimate improvements planned by the RBBBD. The applicant shall be eligible to receive proportional credits against the RBBBD for construction of project level mitigation included in the RBBBD.	Significant Impact	Prior to approval of all street and other plans for all RBBBD funded improvements	Transportation Department	Payment of RBBBD fees	Temporary significant impact after mitigation due to uncertain time of improvements
		Construction of the following roadways shall comply with Riverside County Standards as approved in SP 342. Roadways internal to the project shall be constructed as needed for development, as determined on the basis of village-level traffic studies.					

Table 2-4, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
	<p>MM Trans 39: Prior to the issuance of occupancy permits for the 4,001st dwelling unit, or an equivalent amount of non-residential building permits:</p> <ul style="list-style-type: none"> - Applicant shall widen Ramona Expressway to 4 lanes with a striped median from 5th Street to connect to the existing 4 lane section west of Warren Road, Or - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project's TUMF and RBBD contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBD area to fully fund these improvements. <p>In addition to the County's efforts to secure funding for the road widening improvements from WRCCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBD and TUMF fees that the current phase of development would generate.</p>	<p>MM Trans 40: Prior to the issuance of the 4,331st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve 10th Street from two to four lanes between Reservoir Avenue and Hanson Avenue. OR Funding for this improvement shall be assured, otherwise.</p>	<p>Significant Impact</p>	<p>Prior to the issuance of Certificate of Occupancy for the 4,001st dwelling unit or an equivalent amount of non-residential building permits</p>	<p>Transportation Department Building & Safety Department</p>	<p>Approval of Street Improvement Plans Payment of TUMF and RBBD fees</p>	<p>Temporary significant impact after mitigation due to uncertain time of improvements</p>
	<p>Signals</p> <p>To the extent that others have not installed the signals prior to the time they are needed for SP 0342, the proponent of SP 342 and all subsequent implementing projects within the Specific Plan shall be responsible for design, construction, and installation of traffic signals at the following off-site intersections or as approved by the Transportation Department.</p> <p>The timing of the off-site signal needs in each phase will be determined based on detailed village-level traffic studies.</p> <p>The need for signals at on-site intersections will be determined based on detailed village-level traffic studies.</p>						
	<p>MM Trans 41: The following signals shall be installed prior to the issuance of the 5,101st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies.</p>	<p>Significant Impact</p>	<p>Prior to the issuance of the 5,101st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits</p>	<p>Transportation Department Building and Safety Department</p>	<p>Approval of Street Improvement Plans</p>	<p>Less than significant with mitigation</p>	

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<ul style="list-style-type: none"> • Bridge Street (NS) at Ghinan Springs Road (EW) • Yucca Avenue (NS) at 10th Street (EW) • On-site signals as needed to support development. 		permits			
		Intersections					
		<p>If, prior to the recordation of the first tract or the issuance of a building permit for any non-residential uses in Phase 2, funding is assured for the County-led improvements along the Ramona Expressway corridor, the mitigation measures preceded by ** may be waived at the discretion of the County.</p> <p><i>The following intersection improvements shall be provided prior to the issuance of the 5,101st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of Village-level traffic studies:</i></p>					
		<p>MM Trans 42: **Improve the intersection of Antelope Road and Ramona Expressway to include the following geometries:</p> <p>Northbound: One shared left turn and right turn lane. Southbound: Not applicable. Eastbound: One through lane. One shared through and right turn lane. Westbound: One left turn lane. Two through lanes.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 43: **Improve the intersection of Bonissimo Road and Ramona Expressway to include the following geometries:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 44: **Improve the intersection of Hanson Avenue/Davis Road and Ramona Expressway to include the following geometries:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes. One right turn lane.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPAIRING METHOD	IMPACT AFTER MITIGATION
		MM Trans 45: **Improve the intersection of Town Center Boulevard and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 46: **Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 47: Improve the intersection of Hansen Avenue and 10th Street - Wolfskill Avenue to provide signalization and include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 48: Improve the intersection of Bridge Street and Clitman Springs Road to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One left turn lane. One through lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 49: Improve the intersection of Keserow Avenue and 10th Street to include the following geometrics: Northbound: One left turn lane. Two through lanes. One free-flow right turn lane. Southbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>Eastbound: One left turn lane. One through lane. One shared through and right turn lane.</p> <p>Westbound: Two left turn lanes. Two through lanes. One right turn lane.</p>					
	<p>MM Trans 50: Improve the intersection of Reservoir Road/Mentee Road and Nuevo Road to include the following geometrics:</p> <p>Northbound: One left turn lane. One through lane. One right turn lane.</p> <p>Southbound: One left turn lane. One through lane. One right turn lane.</p> <p>Eastbound: One left turn lane. One shared through and right turn lane.</p> <p>Westbound: One left turn lane. One shared through and right turn lane.</p>	<p>MM Trans 50: Improve the intersection of Reservoir Road/Mentee Road and Nuevo Road to include the following geometrics:</p> <p>Northbound: One left turn lane. One through lane. One right turn lane.</p> <p>Southbound: One left turn lane. One through lane. One right turn lane.</p> <p>Eastbound: One left turn lane. One shared through and right turn lane.</p> <p>Westbound: One left turn lane. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
	<p>MM Trans 51: Improve the intersection of Yucca Avenue and 10th Street to include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane.</p> <p>Southbound: One left turn lane. One shared through and right turn lane.</p> <p>Eastbound: One left turn lane. One shared through and right turn lane.</p> <p>Westbound: One left turn lane. One shared through and right turn lane.</p>	<p>MM Trans 51: Improve the intersection of Yucca Avenue and 10th Street to include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane.</p> <p>Southbound: One left turn lane. One shared through and right turn lane.</p> <p>Eastbound: One left turn lane. One shared through and right turn lane.</p> <p>Westbound: One left turn lane. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
	<p>MM Trans 52: Improve the intersection of Antelope Road and Nuevo Road to include the following geometrics:</p> <p>Northbound: Not applicable.</p> <p>Southbound: One shared left turn and right turn lane.</p> <p>Eastbound: One left turn. Two through lanes.</p> <p>Westbound: One through lane. One shared through and right turn lane.</p>	<p>MM Trans 52: Improve the intersection of Antelope Road and Nuevo Road to include the following geometrics:</p> <p>Northbound: Not applicable.</p> <p>Southbound: One shared left turn and right turn lane.</p> <p>Eastbound: One left turn. Two through lanes.</p> <p>Westbound: One through lane. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
	<p>MM Trans 53: Improve the intersection of Lakeview Avenue and 10th Street to provide signalization and include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane.</p> <p>Southbound: One left turn lane. One shared through and right turn lane.</p> <p>Eastbound: One left turn. One through lane. One shared</p>	<p>MM Trans 53: Improve the intersection of Lakeview Avenue and 10th Street to provide signalization and include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane.</p> <p>Southbound: One left turn lane. One shared through and right turn lane.</p> <p>Eastbound: One left turn. One through lane. One shared</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		through and right turn lane. Westbound: One left turn. One through lane. One shared through and right turn lane.					
		MM Trans 54: The intersection of Hansen Avenue (NS) at 10 th Street (EW) shall be signalized and improved to provide the following geometrics: Northbound: one left-turn lane, one shared through/right-turn lane. Southbound: one left-turn lane, one shared through/right-turn lane. Eastbound: one left-turn lane, one through lane, one shared through/right-turn lane. Westbound: one left-turn lane, one through lane, one shared through/right-turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
<i>Roadways internal to the project shall be constructed as needed for Phase 2 development per the following geometrics and as determined on the basis of Village-level traffic studies:</i>							
		MM Trans 55: Construct the signalized intersection of QQ Street and PP Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One left turn lane. One through lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 56: Construct the signalized intersection of SS Boulevard and Project Access to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 57: Construct the signalized intersection of SS Boulevard and MM Street to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
	right turn lane. Westbound: right turn lane.	One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
	MM Trans 58: Construct the signalized intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One right turn lane. Westbound: One left turn lane. One shared through and right turn lane.		Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
	MM Trans 59: Construct the signalized intersection of EB Street and Park Center Boulevard to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.		Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
	MM Trans 60: Construct the signalized intersection of MM Street and Park Center Boulevard to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One left turn lane. One through lane.		Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
	MM Trans 61: Construct the signalized intersection of Park Center Boulevard and PF Street to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane.		Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-4, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		Westbound: One left turn lane. One shared through and right turn lane.					
		MM Trans 62: Construct the intersection of Park Center Boulevard and VV Street to include the following geometries: Northbound: One through lane. Southbound: One shared through and right turn lane. Eastbound: One right turn lane. Stop controlled. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 63: Construct the intersection of RR Street and DD Street to include the following geometries: Northbound: One shared left turn and right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Stop controlled. Westbound: One shared left turn and through lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 64: Construct the intersection of EE Street and DD Street to include the following geometries: Northbound: One left turn lane. Southbound: Not applicable. Eastbound: One right turn lane. Stop controlled. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 65: Construct the intersection of EE Street and FF Street to include the following geometries: Northbound: One shared left turn, through, and right turn lane. Southbound: One shared left turn, through, and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 66: Construct the intersection of OO Street and MM Street to include the following geometries: Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		Eastbound: One shared left turn, through, and right turn lane. Westbound: One shared left turn, through, and right turn lane.		Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 67: Construct the intersection of KK Street and MM Street to include the following geometries: Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One shared left turn, through, and right turn lane. Westbound: One shared left turn, through, and right turn lane.					
		MM Trans 68: Construct the intersection of LL Street and MM Street to include the following geometries: Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Stop controlled. Eastbound: One shared left turn and through lane. Westbound: One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 69: Construct the intersection of EF Street and GG Street to include the following geometries: Northbound: Not applicable. Southbound: One left turn lane. Stop controlled. Eastbound: Not applicable. Westbound: One right turn lane.					
		MM Trans 70: Construct the intersection of II Street and HH Street to include the following geometries: Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Stop controlled. Eastbound: One shared left turn and through lane. Westbound: One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 71: Construct the intersection of HH Street and JJ Street to include the following geometries: Northbound: One shared left turn and right turn lane. Stop					

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
		controlled. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One shared left turn and through lane.					
		MM Trans 72: Construct the intersection of I Street and J Street to include the following geometrics: Northbound: One right turn lane. Stop controlled. Southbound: Not applicable. Eastbound: Not applicable. Westbound: One left turn lane.					
		MM Trans 73: Prior to the issuance of the 6,671 st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Reservoir Avenue from two lanes to four lanes between Nuevo Road and 19 th Street, OR funding for this improvement shall be assured, otherwise.	Significant Impact	Prior to the issuance of 6,671 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings or funding assured.	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary significant Impact
		MM Trans 74: Prior to the issuance of occupancy permits for the 8,681 st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Reservoir Avenue to Hansen Avenue from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project's TUMF and RBD contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBD area to fully fund these improvements. - In addition to the County's efforts to secure funding for the road widening improvements from WRCCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBD and TUMF fees that the current phase of development would generate.	Significant Impact	Prior to the issuance of 8,681 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Payment of TUMF and RBD fees	Less than significant after mitigation
		MM Trans 75: Prior to the issuance of occupancy permits for	Significant Impact	Prior to the issuance of	Transportation Department	Payment of TUMF and	Less than significant with

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
	<p>the 9,141st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Hansen Avenue to Park Center Boulevard from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR</p> <ul style="list-style-type: none"> - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project's TUMF and RBBD contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBD area to fully fund these improvements. - In addition to the County's efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBD and TUMF fees that the current phase of development would generate. 	<ul style="list-style-type: none"> - MM Trans 76: Prior to the issuance of occupancy permits for the 9,351st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Reservoir Avenue westerly to the Paris City limits from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project's TUMF and RBBD contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBD area to fully fund these improvements. - In addition to the County's efforts to secure funding for the road widening and bridge improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. 	<p>Significant Impact</p>	<p>9,141st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings or contract award</p>	<p>Building & Safety Transportation Department</p>	<p>RBBD fees Street Improvement Plans Payment of TUMF and RBBD fees</p>	<p>mitigation</p>
				<p>Prior to the issuance of 9,351st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings or award of contract</p>	<p>Transportation Department Building & Safety Department</p>	<p>Payment of TUMF and RBBD fees Approval of Street Improvement Plans</p>	<p>Less than significant with mitigation</p>

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
	<p>The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate.</p> <p>MM Trans 77: Prior to the issuance of occupancy permits for the 9,811th dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Park Center Boulevard to Bridge Street from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR</p> <ul style="list-style-type: none"> - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project's TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements. - In addition to the County's efforts to secure funding for the road widening improvements from WRCCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate. <p>Signals</p> <p>To the extent that others have not installed the signals prior to the time they are needed for SP 0342, the proponent of SP 342 and all subsequent implementing projects within the Specific Plan shall be responsible for design, construction, and installation of traffic signals at the following off-site intersections or as approved by the Transportation Department.</p> <p>The timing of the off-site signal needs in each phase will be determined based on detailed village-level traffic studies.</p> <p>The need for signals at on-site intersections will be determined based on detailed village-level traffic studies.</p> <p>MM Trans 78: The following signals shall be installed prior to the issuance of the 6,801st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</p> <ul style="list-style-type: none"> • Menifee Road (NS) at San Jacinto Road (EW) • Menifee Road (NS) at Mapes Road (EW) • Menifee Road (NS) at Nuevo Road (EW) (relocated) 	<p>Significant Impact</p>	<p>Prior to the issuance of 9,811th Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings or contract award</p>	<p>Transportation Department Building & Safety Department</p>	<p>Payment of TUMF and RBBB fees Approval of Street Improvement Plans</p>	<p>Less than significant with mitigation</p>	
	<p>Significant Impact</p> <p>Prior to the issuance of 6,801st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings</p>	<p>Transportation Department Building & Safety Department</p>	<p>Approval of Street Improvement Plans</p>	<p>Less than significant with mitigation</p>			

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
		<ul style="list-style-type: none"> Reservoir Avenue (NS) at 10th Street (EW) (Modification to add lanes) Park Center Boulevard (NS), or location in vicinity, at Ramona Expressway (EW) – temporary signal to be removed when Park Center is connected to Ramona Parkway at its ultimate location. Yucca Avenue (NS) at 10th Street (EW) (Modification to add lanes) On-site signals as needed to support development 	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<ul style="list-style-type: none"> Foodhill Avenue (NS) at Nuevo Road (EW) Antelope Road (NS) at Nuevo Road (EW) On-site signals as needed to support development 					
<p>Intersections</p> <p>If, prior to the recordation of the first tract in Phase 3A or 3B, or the issuance of a building permit for any non-residential uses in Phase 3A or 3B, the County-led improvements along the Ramona Expressway corridor have been constructed and open to traffic, the conditions preceded by ** may be waived at the discretion of the County.</p> <p><i>The following intersection improvements shall be provided prior to the issuance of the 6,801st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</i></p>							
		<p>MM Trans 80: The City of Ferris and the County of Riverside are coordinating with Caltrans on the improvements at the I-215 interchanges ramps. The above geometrics are included in the current Caltrans improvement plan for this intersection and are expected to be completed by this phase. The intersection of I-215 NB Ramps at Ramona Expressway shall be improved to provide the following geometrics:</p> <p>Northbound: One shared left turn and through lane. One right turn lane.</p> <p>Southbound: Not applicable.</p> <p>Eastbound: One left turn lane. Two through lanes.</p> <p>Westbound: Two through lanes. One free flow right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary significant project specific and cumulative impact after mitigation
		<p>MM Trans 81: Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of	Transportation Department Building & Safety	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>Northbound: One shared left turn and through lane. One right turn lane.</p> <p>Southbound: Not applicable.</p> <p>Eastbound: Two through lanes. One right turn lane.</p> <p>Westbound: One left turn lane. Two through lanes.</p>		Occupancy or building permit for an equivalent amount of non-residential buildings	Department		
		<p>MM Trans 82: **Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometrics:</p> <p>Northbound: One left turn lane. One through lane. One free flow right turn lane.</p> <p>Southbound: One left turn lane. One through lane. One right turn lane.</p> <p>Eastbound: One left turn lane. Two through lanes. One right turn lane.</p> <p>Westbound: Two left turn lanes. Two through lanes. One right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 83: **Improve the intersection of QQ Street/Town Center Boulevard and Ramona Expressway to include the following geometrics:</p> <p>Northbound: Two left turn lanes. One through lane. One right turn lane.</p> <p>Southbound: One left turn lane. One through lane. One right turn lane.</p> <p>Eastbound: One left turn lane. Two through lanes. One free flow right turn lane.</p> <p>Westbound: One left turn lanes. Two through lanes. One right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 84: **Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics:</p> <p>Northbound: One left turn lane. One free flow right turn lane.</p> <p>Southbound: Not applicable.</p> <p>Eastbound: Two through lanes. One right turn lane.</p> <p>Westbound: Two left turn lanes. Two through lanes.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 85: **Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics:</p> <p>Northbound: Not applicable.</p> <p>Southbound: One left turn lane. One right turn lane.</p> <p>Eastbound: One left turn lane. Two through lanes.</p> <p>Westbound: One left turn lane. Two through lanes.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
	Westbound: Two through lanes. One right turn lane.	<p>MMT Trans 86: **Improve the intersection of Warren Road and Ramona Expressway to include the following geometrics:</p> <p>Northbound: Two left turn lanes. One shared through and right turn lane. Southbound: One shared left turn, through and right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes. One right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary significant impacts
	<p>MMT Trans 87: Improve the intersection of Reservoir Avenue and 9th Street to include the following geometrics:</p> <p>Northbound: One through lane. One shared through and right turn lane. Southbound: One left turn lane. Two through lanes. Eastbound: Not applicable. Westbound: One shared left turn and right turn lane.</p>		Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
	<p>MMT Trans 88: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics:</p> <p>Northbound: One through lane. Two through lanes. One free flow right turn lane. Southbound: Two left turn lanes. One through lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane.</p>		Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
	<p>MMT Trans 89: Improve the intersection of Lakeview Avenue and 10th Street to include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.</p>		Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>MM Trans 90: Improve the intersection of Antelope Road and Nuevo Road to include the following geometries:</p> <p>Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Eastbound: One left turn lane. Two through lanes. Westbound: One through lane. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 91: Improve the intersection of Reservoir Road/Menifee Road and Nuevo Road to include the following geometries:</p> <p>Northbound: One left turn lane. Two through lanes. One right turn lane. Southbound: One left turn lane. Two through lanes. One free flow right turn lane. Eastbound: Two left turn lanes. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 92: Improve the intersection of Menifee Road and San Jacinto Road to include the following geometries:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p><i>The following intersection improvements shall be provided prior to the issuance of the 9,081st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</i></p> <p>MM Trans 93: **Improve the intersection of Antelope Road and Ramona Expressway to include the following geometries:</p> <p>Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		Westbound: One left turn lane. Three through lanes.					
		MM Trans 94: **Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One through lane. One free flow right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: Two left turn lanes. Three through lanes. One right turn lane. Westbound: Two left turn lanes. Three through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 95: **Improve the intersection of QQ Street/Town Center Boulevard and Ramona Expressway to include the following geometrics: Northbound: Two left turn lanes. One through lane. One right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: Two left turn lanes. Three through lanes. One free flow right turn lane. Westbound: Two left turn lanes. Three through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 96: **Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One free flow right turn lane. Southbound: Not applicable. Eastbound: Three through lanes. One right turn lane. Westbound: Two left turn lanes. Three through lanes.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 97: **Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics: Northbound: Not applicable. Southbound: One left turn lane. One right turn lane. Eastbound: One left turn lane. Three through lanes. Westbound: Three through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 98: **Improve the intersection of Berrassconi Road and Ramona Expressway to include the following geometrics:	Significant Impact	Prior to the issuance of 9,081 st Certificate of	Transportation Department Building & Safety	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>Northbound: One left turn lane. One shared through and right turn lane.</p> <p>Southbound: One left turn lane. One shared through and right turn lane.</p> <p>Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane.</p> <p>Westbound: One left turn lane. Two through lanes. One shared through and right turn lane.</p>		Occupancy or building permit for an equivalent amount of non-residential buildings	Department		
		<p>MM Trans 99: Improve the intersection of Hansen Avenue and 10th Street/SS Boulevard to include the following geometrics:</p> <p>Northbound: One left turn lane. One through lane. One right turn lane.</p> <p>Southbound: One left turn lane. One shared through and right turn lane.</p> <p>Eastbound: One left turn lane. Two through lanes. One right turn lane.</p> <p>Westbound: One left turn lane. One through lane. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 100: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics:</p> <p>Northbound: Two left turn lanes. Two through lanes. One free flow right turn lane.</p> <p>Southbound: Two left turn lanes. Two through lanes. One right turn lane.</p> <p>Eastbound: Two left turn lanes. One through lane. One right turn lane.</p> <p>Westbound: Two left turn lanes. Two through lanes. One right turn lane.</p>	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation
Roadways internal to the project shall be constructed as needed for development; as determined on the basis of village-level traffic studies and as described below.							
		<p>MM Trans 101: Construct the signalized intersection of SS Boulevard and MM Street to include the following geometrics:</p> <p>Northbound: One left turn lane. One through lane. One right turn lane.</p> <p>Southbound: One left turn lane. One shared through and right turn lane.</p> <p>Eastbound: One left turn lane. One shared through and right turn lane.</p> <p>Westbound: One left turn lane. One through lane. One right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
		turn lane.					
		MM Trans 102: Construct the signalized intersection of Town Center Boulevard and Kalati Access to include the following geometrics: Northbound: One shared through and right turn lane. Southbound: One left turn lane. One through lane. Eastbound: Not applicable. Westbound: One left turn lane. One right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 103: Construct the signalized intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 104: Construct the signalized intersection of Park Center Boulevard and FF Street to include the following geometrics: Northbound: One left turn lane. Two through lanes. One right turn lane. Southbound: One left turn lane. Two through lanes. One right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 105: Construct the intersection of Park Center Boulevard and VV Street to include the following geometrics: Northbound: One through lane. One shared through and right turn lane. Southbound: One through lane. One shared through and right turn lane. Eastbound: One right turn lane. Stop controlled. Westbound: One right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>MM Trans 106: Construct the intersection of RR Street and DD Street to include the following geometrics:</p> <p>Northbound: One shared left turn, through, and right turn lane. Southbound: One shared left turn, through, and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 107: Construct the intersection of EE Street and DD Street to include the following geometrics:</p> <p>Northbound: One shared left turn and through lane. Southbound: One shared through and right turn lane. Eastbound: One shared left turn and right turn lane. Stop controlled. Westbound: Not applicable.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 108: Construct the intersection of EE Street and FF Street to include the following geometrics:</p> <p>Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 109: Construct the intersection of OO Street and MM Street to include the following geometrics:</p> <p>Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One left turn lane, One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 110: Construct the intersection of KK Street and MM Street to include the following geometrics:</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>Northbound: One shared left turn, through, and right turn lane. Stop controlled.</p> <p>Southbound: One shared left turn, through, and right turn lane. Stop controlled.</p> <p>Eastbound: One left turn lane. One through lane. One shared through and right turn lane.</p> <p>Westbound: One left turn lane. One through lane. One shared through and right turn lane.</p>					
		<p>MM Trans 111: Construct the signalized intersection of LL Street and MM Street to include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane.</p> <p>Southbound: One left turn lane. One shared through and right turn lane.</p> <p>Eastbound: One left turn lane. One shared through and right turn lane.</p> <p>Westbound: One left turn lane. One shared through and right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 112: Construct the intersection of FF Street and GG Street to include the following geometrics:</p> <p>Northbound: Not applicable.</p> <p>Southbound: One left turn lane. One right turn lane. Stop controlled.</p> <p>Eastbound: One left turn lane. One through lane.</p> <p>Westbound: One shared through and right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 113: Construct the intersection of TT Street and GG Street to include the following geometrics:</p> <p>Northbound: Not applicable.</p> <p>Southbound: One shared left turn and right turn lane. Stop controlled.</p> <p>Eastbound: One shared left turn and through lane.</p> <p>Westbound: One shared through and right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		<p>MM Trans 114: Construct the intersection of II Street and JJ Street to include the following geometrics:</p> <p>Northbound: One shared left turn and right turn lane. Stop controlled.</p> <p>Southbound: Not applicable.</p> <p>Eastbound: One shared through and right turn lane.</p> <p>Westbound: One shared left turn and through lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
C: Cause an effect upon circulation during the project's construction	B: Cause an effect upon, or a need for new or altered maintenance of roads	MM Trans 115: Construct the intersection of TT Street and JJ Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Stop controlled. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One shared left turn and through lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 116: Construct the intersection of TT Street and UU Street to include the following geometrics: Northbound: One shared left turn and through lane. Southbound: One shared through and right turn lane. Eastbound: One shared left turn and right turn lane. Stop controlled. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
B: Cause an effect upon, or a need for new or altered maintenance of roads	No mitigation required within the County.	MM Trans 117: All improvements listed for Phases 1A, 1B, 2, 3A, and 3B are requirements for interim conditions only. Full high-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.	Significant Impact	Prior to approval of Street Improvement Plans	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation
		MM Trans 118: If Option A is implemented to move fill dirt from south of Ramona Expressway to north and to mitigate for the potential significant effect on the circulation system that would result if access to Ramona Expressway from the existing Lakeview/Nuevo community was eliminated, the intersection of Lakeview Avenue and Ramona Expressway shall be maintained during the months that Ramona Expressway is being used in its relocated location to the north. (See Section 5.14, Threshold C, pg. 5.14-178.)	Significant Impact	Prior to the issuance of the Grading permit	Transportation Department Building and Safety Department	Approval of a Traffic Control Plan Issuance of a Grading permit	Significant project-specific impacts without mitigation Significant cumulative impacts
C: Cause an effect upon circulation during the project's construction	MM Trans 119: If Option A is implemented to move fill dirt from south of Ramona Expressway to north, all construction management, staging and equipment parking areas shall be maintained in a location north of Ramona Expressway to avoid construction traffic driving through existing neighborhoods to get to existing signals, or causing traffic hazards by crossing at unsignalized locations.	MM Trans 119: If Option A is implemented to move fill dirt from south of Ramona Expressway to north, all construction management, staging and equipment parking areas shall be maintained in a location north of Ramona Expressway to avoid construction traffic driving through existing neighborhoods to get to existing signals, or causing traffic hazards by crossing at unsignalized locations.	Significant Impact	Prior to the issuance of the Grading permit	Transportation Department Building and Safety Department	Approval of a Traffic Control Plan Issuance of a Grading permit	Less than significant with mitigation
			Significant Impact	Prior to the issuance of the Grading permit	Transportation Department Building and Safety Department	Approval of a Traffic Control Plan Issuance of a Grading permit	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT/THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
UTILITIES	D: Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	MM Trans 121: If the overcrossing (bridge) approach to Option B is implemented, bridge plans and specifications must include solid railings or other design features that would eliminate the risk of falling dirt and debris. MM Trans 122: Sight distance at the project entrance roadways shall be reviewed with respect to standard County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. MM Trans 123: Signing/stripping plans shall be provided to the County for review and approval in conjunction with detailed construction plans for the project on-site roads.	Significant Impact Significant Impact	Prior to the issuance of overcrossing plans Prior to the issuance of grading permits	Transportation Department Building and Safety Department Transportation Department	Approval of a Traffic Control Plan Issuance of a Grading permit Approval of a Traffic Control Plan and a Bridge Plan	Less than Significant mitigation Less than Significant with mitigation
	A: Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects	Required regulation (General Plan policies: LU 5.2) No mitigation required	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant without mitigation
	B: Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed	Required regulations (SB 610, SB 221, General Plan policies (OS 1.1, OS 2.1, OS 2.3, OS 2.4, OS 4.5, LU 5.3)) MM Util 1: To mitigate potential significant impacts to disruption of water supply due to lack of access by Metropolitan Water District's (MWD) and/or Eastern Municipal Water District's (EMWD) to existing facilities and rights-of-way within and immediately adjacent to the boundaries of the project, EMWD and MWD shall be allowed to maintain facilities, rights-of-way and access to their existing facilities at all times in order to repair and maintain these facilities. To avoid potential conflicts, preliminary engineering design drawings or improvement plans for any project activity, including but not limited to recreational facilities and storm drain plans, in an area which would impact one or more of these facilities or rights-of-way shall be submitted to EMWD or MWD, as appropriate, for approval to proceed. All substantial shall clearly delineate the respective water facility and rights-of-way.	Significant Impact	Prior to the approval of any implementing project	EMWD and/or MWD	Water and Sewer Plans shall show EMWD and MWD easements and right-of-way.	Less than significant with regulatory compliance and mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
C:	Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects	Required regulations (General Plan policies (LU 17.2, LU 5.2) and Design Considerations (designed per EMWD standards and Riverside County Health Department)) No mitigation required.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance and design consideration
D:	Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments	Required regulations (General Plan policies (LU 17.2, LU 5.2) and Design Considerations (designed per EMWD standards and Riverside County Health Department)) No mitigation required.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant without mitigation
E:	Requires or results in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Required regulation (General Plan policies (S 4.10, OS 2.2, LU 5.2)) and Design Considerations (in accordance with RCFCWCD, SWPPP, WQMP) MM Utl 2: To mitigate for potential traffic impacts along Ramona Expressway boring and tunneling techniques shall be used, if feasible, to construct the main storm drain channel which crosses under Ramona Expressway, and is located west of Town Center Boulevard. If this construction method is found to be infeasible, MM Utl 2a shall be implemented.	Significant impact	Prior to the issuance of a Grading permit for the channel	Transportation Department &/or Riverside County Flood Control District	Approval of Storm Drain Plan specifying boring/tunneling under Ramona Expressway	Less than significant with mitigation
		MM Utl 2a: Should crossing or open trenching through the Ramona Expressway be required as a part of the construction of the storm drain channel, identified in MM Utl 2, temporary traffic control measures including but not limited to, flagmen, temporary median barriers, or realigned roadway segments shall be used to maintain two-way traffic at all times. A traffic control plan shall be submitted for approval to RCFCWCD and County Transportation Department with the construction documents for the channel.	Significant impact	Prior to the issuance of a Grading permit	Transportation Department &/or Riverside County Flood Control District	Approval of Traffic Control Plan	Less than significant with mitigation
		MM Utl 3: To avoid potential significant flooding or water quality impacts which would result if the necessary placed storm drain system facilities were not in place, interim/temporary and/or final/permanent facilities shall be constructed to alleviate flooding and water quality impacts associate with each proposed phase of development. At the time of tract map approval, the storm drain system requirements must be identified and submitted to RCFCWCD and the County Planning Department for approval.	Significant impact	Prior to the approval of tentative tract map for each implementing project	Riverside Flood Control District Planning Department	The Storm Drain Plan shall be submitted to Riverside Flood Control District & Planning Department for approval	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
E:	Requires or results in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	MM UH 34: In the event the applicant widens Ramona Expressway, storm flows discharged from culverts on the north side of Ramona Expressway east of Towne Center Parkway will be spread out by mitigation structures constructed in accordance with Riverside County Flood Control and Water Conservation District standards in an effort to duplicate the existing drainage pattern.	Significant impact	Prior to widening of Ramona Expressway	Riverside Flood Control District Planning Department	The Storm Drain Plan shall be submitted to Riverside Flood Control District & Planning Department for approval	Less than significant with mitigation
F:	Would the project impact electrically requiring or resulting in the construction of new facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects	Required regulations (Title 24, SB 1305, General Plan policies (LU 5.2, 5.4), SCE's policy and extension rules) MM UH 4: Prior to recordation of a final map by the County, the current or subsequent project applicant shall construct, or enter into an agreement and post security, in a form and amount acceptable to the Building and Safety Department, guaranteeing the undergrounding of proposed utility distribution lines in conformance with applicable County standards and the County's Capital Improvement Policy. MM UH 5: Tentative Tract maps shall be conditioned to require that all electrical service lines (excluding transmission lines) serving development within the project will be installed underground. This includes existing service facilities that may have to be relocated temporarily during grading. MM UH 6: The contractor shall temporarily relocate existing overhead facilities, as necessary to maintain service, while grading and installing the new underground system is underway.	Significant impact	Prior to the approval of the tentative tract map for each implementing project	Planning Department	Approval of Tentative Tract Map and/or Utility Plan	Less than significant with mitigation
G:	Would the project impact natural gas requiring or resulting in the construction of new facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects	Required regulations (General Plan policies(LU 5.2), SCGC's policy and extension rules) MM UH 7: Gas service shall remain available to all existing customers during construction of new and replacement gas lines within the project site. MM UH 8: To assure that SCGC facilities are secure, access is maintained, and grading does not become a hazardous situation, a chain link fence (or as approved by the Planning Department) shall be installed around the existing pressure control facility located on Davis Road. Truck access shall be provided by the developer to the 36-inch line and the pressure control facility to the satisfaction of SCGC. Any grading done within the transmission easement shall require a "permission to grade"	Significant impact	Prior to the issuance of a Grading Permit	Building & Safety Department	Grading plans shall indicate existing gas lines that will assure service is maintained to existing customers	Less than significant with mitigation
			Significant impact	Prior to County acceptance to vacate Davis Road or grading permits in that area, which ever occurs first	The Project Proponent, Transportation Department and Building & Safety	Developer to provide to County "permission to grade" letter from SCGC indicating that all requirements of this mitigation measure are satisfied	Less than significant with mitigation

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/REPORTING METHOD	IMPACT AFTER MITIGATION
	<p>H: Is served by a landfill without sufficient capacity to accommodate the project's solid waste needs.</p>	<p>letter from SDCG after review of final grading plans and prior to County issuance of a grading permit.</p> <p>Required regulations (AB 929, AB 1327, General Plan policies (OS 13.1, AQ 5.1))</p> <p>MM UH 9: The project proponent shall make every effort feasible to recycle, reuse, and/or reduce the amount of construction and demolition materials (i.e., concrete, asphalt, wood, etc.) generated by development of the project that would otherwise be taken to a landfill. This diversion of waste must exceed a 50 percent reduction by weight. The project shall recomplete the Riverside County Waste Management Department Construction and Demolition Waste Diversion Program – Form B and Form C pre-emptive to ensure compliance. Form B – Recycling Plan must be submitted and approved by the Riverside County Waste Management Department and provided to the Department of Building and Safety prior to the issuance of building permits. Form C – Reporting Form must be approved by the Riverside County Waste Management Department and submitted to the Department of Building and Safety prior to the issuance of certificate of occupancy/final inspection. This evidence shall be presented by the developer to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project.</p> <p>MM UH 10: The Homeowners Association established for the proposed development shall establish green waste recycling through its yard maintenance or waste hauling contracts. Green waste recycling includes such things as grass recycling (where lawn clippings from a mulching-type mower are left on the lawn) and on- or off-site composting. This measure shall be implemented to reduce green waste going to landfills. If such services are not available through the yard maintenance or waste haulers in the area, the HOA shall provide individual homeowners with information about ways to recycle green waste individually and collectively. Homeowners shall be notified of such in the CC & Rs.</p>	<p>Significant impact</p>	<p>Form B prior to Building Permit Issuance Form C Prior to the issuance of Final Inspection</p>	<p>Home Owners Association County Counsel</p>	<p>Verification of programs shall be submitted to County Planning</p>	<p>Less than significant with mitigation</p>

Table 2-A, Impact and Mitigation Summary Matrix

IMPACT CATEGORY	IMPACT THRESHOLD	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION
		<p>MM Udl II: To assure compliance with the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), which requires the local jurisdiction to require adequate areas for collecting and loading recyclable materials, prior to issuance of Building Permits for any multi-unit residential, commercial or industrial facilities, clearance from the Riverside County Waste management Department is needed to verify compliance with AB 1327 in terms of installation of recycling access areas at these facilities.</p>	Significant	Prior to the issuance of building permits	Riverside County Waste Management Department	Verification of installation of recycling areas	Less than significant with mitigation

1 Such a use is subject to the permit process which governs the category in which it
2 falls.

3 (2) The development standards for Planning Areas 1, 2, 3, and 4 of Specific Plan No.
4 342 shall be the same standards as those identified in Article VIIIe, Section 8.101
5 of Ordinance No. 348.

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

8 b. Planning Areas 5, 7, 21, and 22.

9 (1) The uses permitted in Planning Areas 5, 7, 21, and 22 of Specific Plan No. 342
10 shall be the same as those uses permitted in Article VIIIe, Section 8.100 of
11 Ordinance No. 348, except that the uses permitted pursuant to Article VIIIe,
12 Section 8.100.a. (2) and (8), Section 8.100.b.(1) and Section 8.100.c. (1) shall not
13 be permitted. In addition, the uses permitted under Article VIIIe, Section 8.100.a.
14 shall include unlighted parks; flood control basins and facilities; transit center; lift
15 station; community gardening activities; trails; paseos; and hiking areas. In
16 addition, the uses permitted under Article VIIIe, Section 8.100.a. shall also include
17 these temporary uses (those lasting less than 3 months) provided the procedures
18 outlined in Section 18.30.d.(1) are met: food stands; Christmas tree farms, pumpkin
19 patches, and fairs and carnivals; and accessory buildings to a specific use, provided
20 that the accessory building is established as an incident to a principal use and does
21 not change the character of that use. Any use that is not specifically listed herein
22 may be considered a permitted or conditionally permitted use provided that the
23 Planning Director finds that the proposed use is substantially the same in character
24 and intensity as those listed in the designated subsections. Such a use is subject to
25 the permit process which governs the category in which it falls.

26 (2) The development standards for Planning Areas 5, 7, 21, and 22 of Specific Plan
27 No. 342 shall be the same standards as those identified in Article VIIIe, Section
28 8.101 of Ordinance No. 348.

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

3 c. Planning Areas 6 and 8.

4 (1) The uses permitted in Planning Areas 6 and 8 of Specific Plan No. 342 shall be the
5 same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No. 348,
6 except that the uses permitted pursuant to Article VIIIe, Section 8.100.a.(2) and (8),
7 Section 8.100.b.(1), and Section 8.100.c.(1) shall not be permitted. In addition, the
8 uses permitted under Article VIIIe, Section 8.100.a. shall include unlighted parks;
9 swimming pools; community gardening activities; trails; paseos; hiking areas;
10 permanent rock climbing walls; skateboard parks and other similar facilities;
11 amphitheaters with non acoustic amplifications and shielded lighting. In addition,
12 the uses permitted under Article VIIIe, Section 8.100.a. shall also include these
13 temporary uses (those lasting less than 3 months) provided the procedures outlined
14 in Section 18.30.d.(1) are met: food stands; Christmas tree farms, pumpkin patches,
15 and fairs and carnivals; and accessory buildings to a specific use, provided that the
16 accessory building is established as an incident to a principal use and does not
17 change the character of that use. Any use that is not specifically listed herein may
18 be considered a permitted or conditionally permitted use provided that the Planning
19 Director finds that the proposed use is substantially the same in character and
20 intensity as those listed in the designated subsections. Such a use is subject to the
21 permit process which governs the category in which it falls.

22 (2) The development standards for Planning Areas 6 and 8 of Specific Plan No. 342
23 shall be the same standards as those identified in Article VIIIe, Section 8.101 of
24 Ordinance No. 348.

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

27 d. Planning Areas 9, 10, 12, 14, 15, 16, 17, 19, 20, 41, 42, 43, 45, 46, 50, 51, 52, 53, 55, 56,
28 57, 58, 61, 62, 63, 64, 66, 67, 68, 69, 73 and 75.

1 (1) The uses permitted in Planning Areas 9, 10, 12, 14, 15, 16, 17, 19, 20, 41, 42, 43,
2 45, 46, 50, 51, 52, 53, 55, 56, 57, 58, 61, 62, 63, 64, 66, 67, 68, 69, 73, and 75 of
3 Specific Plan No. 342 shall be the same as those uses permitted in Article VI,
4 Section 6.1 of Ordinance No. 348, except that the uses permitted pursuant to
5 Section 6.1.a.(3), (5), (7) and (8); Section 6.1.b.(1) and (4); and Section 6.1.c.(1)
6 shall not be permitted. In addition, the uses permitted under Section 6.1.a. shall
7 include two-family dwellings; multiple family dwellings; schools; non-profit
8 community centers; parks; community recreation facilities; swimming pools;
9 pedestrian paseos; temporary real estate tract offices located within a subdivision to
10 be used only for and during the original sale of the subdivision, but not to exceed a
11 period of five (5) years in any event; temporary uses (those lasting less than 3
12 months) provided the procedures outlined in Section 18.30.d.(1) are met: food
13 stands; Christmas tree farms, pumpkin patches, and fairs and carnivals; and
14 accessory buildings to a specific use, provided that the accessory building is
15 established as an incident to a principal use and does not change the character of
16 that use. Any use that is not specifically listed herein may be considered a
17 permitted or conditionally permitted use provided that the Planning Director finds
18 that the proposed use is substantially the same in character and intensity as those
19 listed in the designated subsections. Such a use is subject to the permit process
20 which governs the category in which it falls.

21 (2) The development standards for detached single-family residential fee simple lots
22 within Planning Areas 9, 10, 12, 15, 16, 17, 19, 20, 41, 42, 43, 45, 50, 51, 52, 53,
23 55, 56, 57, 58, 61, 62, 63, 64, 66, 67, 68, 69, 73, and 75 of Specific Plan No. 342
24 shall be the same standards as those identified in Article VI, Section 6.2 of
25 Ordinance No. 348 except that the development standards set forth in Article VI,
26 Section 6.2.a, b., c., d., e.(1), (2), (3), and (4), and g. shall be deleted and replaced
27 with the following:

28 A. The height of buildings shall not exceed forty-five feet (45').

- 1 B. Lot area shall be not less than two thousand eight hundred (2,800) square
2 feet.
- 3 C. The minimum average width of each lot shall be forty feet (40') and the
4 minimum average depth shall be seventy feet (70').
- 5 D. The minimum frontage of a lot shall be thirty-five feet (35'), except that
6 lots fronting on knuckles or cul-de-sacs shall have a minimum frontage of
7 thirty feet (30'). Lot frontage along curvilinear streets shall be measured at
8 the building setback in accordance with zone development standards.
- 9 E. The front yard shall be not less than ten feet (10'), measured from the
10 existing street right of way or from any future street right of way as shown
11 on any specific plan of highways, whichever is nearer to the proposed
12 structure. Porches in the front of the structure may encroach five feet (5')
13 into the front yard setback.
- 14 F. Side yards on interior and through lots shall be not less than five feet (5').
15 Side yards on corner and reverse corner lots shall not be less than five feet
16 (5') from the existing street right of way or from any future street right of
17 way as shown on any specific plan of highways, whichever is nearer to the
18 proposed structure, upon which the main building sides.
- 19 G. The rear yard shall be not less than ten feet (10'), except that second floor
20 living space and balconies located in the rear yard shall be permitted within
21 one foot (1') of the rear property line, and garages shall be permitted within
22 five feet (5') of the rear property line.
- 23 H. Fireplaces, media niches, bay windows, porches, window boxes, and
24 similar architectural features shall be allowed to encroach a maximum of
25 two and one-half feet (2.5') into setbacks. At least one side of the structure
26 shall maintain a four foot (4') setback regardless of encroachments. Media
27 niches shall be a maximum of eight feet (8') in width. No second floor
28 structural encroachments shall be permitted within one foot (1') of the rear

1 property line. No other structural encroachments shall be permitted in the
2 front, rear or side yard setback except as provided for in Section 18.19 of
3 Ordinance No. 348.

4 I. In no case shall more than sixty percent (60%) of any lot be covered by a
5 dwelling footprint.

6 (3) The development standards for detached high density single family home products
7 not on fee simple lots as defined by Section 21.59a of Ordinance 348 within
8 Planning Areas 9, 10, 12, 14, 15, 16, 17, 19, 20, 41, 42, 43, 45, 46, 50, 51, 52, 53,
9 55, 56, 57, 58, 61, 62, 63, 64, 66, 67, 68, 69, 73, and 75 of Specific Plan No. 342
10 shall be the same standards as those identified in Article XVIII, Section 18.5 of
11 Ordinance No. 348 except that the development standards set forth in Article
12 XVIII, Section 18.5.b. and c. shall be deleted and replaced with the following:

13 A. The height of buildings shall not exceed forty-five feet (45').

14 B. Lot area shall be not less than two thousand (2,000) square feet.

15 C. The minimum average width of each lot shall be thirty-five feet (35') and the
16 minimum average depth shall be fifty-eight feet (58').

17 D. The minimum frontage of a lot shall be thirty-five feet (35'), except that lots
18 fronting on knuckles or cul-de-sacs shall have a minimum frontage of thirty feet
19 (30'). Lot frontage along curvilinear streets shall be measured at the building
20 setback in accordance with zone development standards.

21 E. The front yard shall be not less than three feet (3'), measured from the existing
22 street right of way or from any future street right of way as shown on any
23 specific plan of highways, whichever is nearer to the proposed structure.

24 F. Side yards on interior and through lots shall be not less than three feet (3').
25 Side yards on corner and reverse corner lots shall not be less than five feet (5')
26 from the existing street right of way or from any future street right of way as
27 shown on any specific plan of highways, whichever is nearer to the proposed
28 structure, upon which the main building sides.

1 G. The rear yard shall be not less than three feet (3'), except that second floor
2 living space and balconies located in the rear yard shall be permitted within one
3 foot (1') of the rear property line.

4 H. Fireplaces, media niches, bay windows, porches, window boxes, and similar
5 architectural features shall be allowed to encroach a maximum of two feet and
6 one-half (2.5') into setbacks. At least one side of the structure shall maintain a
7 four foot (4') setback regardless of encroachments. Media niches shall be a
8 maximum of eight feet (8') in width. No second floor structural encroachments
9 shall be permitted within one foot (1') of the rear property line. No other
10 structural encroachments shall be permitted in the front, rear or side yard
11 setback except as provided for in Section 18.19 of Ordinance No. 348.

12 I. In no case shall more than seventy-five percent (75%) of any lot be covered by
13 a dwelling.

14 J. All residential development that contains non fee-simple lots shall submit a
15 Planned Residential Development application in conjunction with a land
16 subdivision application.

17 (4) Attached two-family and multi-family residential uses homes as defined by Section
18 21.59a of Ordinance 348 permitted in Planning Areas 9, 10, 12, 15, 16, 17, 19, 20,
19 41, 42, 43, 45, 46, 50, 51, 52, 53, 55, 56, 57, 58, 61, 62, 63, 64, 66, 67, 68, 69, 73,
20 and 75 of Specific Plan No. 342 shall be subject to the standards for Planned
21 Residential Developments set forth in Article XVIII, Section 18.5 of Ordinance No.
22 348 except that the standards set forth in Section 18.5.b., c., e. and j. shall be
23 deleted and replaced with the following:

24 A. The height of buildings shall not exceed forty-five feet (45').

25 B. The distance between buildings shall be no less than six feet (6').

26 C. The minimum building setbacks from a project's exterior streets and
27 boundary lines shall be two and one-half feet (2.5'). The minimum
28 building setback from interior drives shall be three feet (3'), except that

1 second floor living space and balconies located in the rear yard shall be
2 permitted within one foot (1') of the rear property line.

3 D. The number of dwelling units in one building shall not exceed eighteen
4 (18) units.

5 E. Pedestrian walkways with a minimum width of four feet (4') shall be
6 installed between the dwelling units and the recreational areas of the
7 project.

8 F. No dwelling shall be constructed unless it has a minimum floor living area
9 of not less than 750 square feet. Porches, garages, patios and similar
10 features, whether attached or detached to a dwelling, shall not be included
11 when calculating the floor living area.

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

14 e. Planning Areas 26, 27, 28, 29, 30, 31, 33, 34, 35, and 36.

15 (1) The uses permitted included in Planning Areas 26, 27, 28, 29, 30, 31, 33, 34, 35,
16 and 36 of Specific Plan No. 342 shall be the same as those uses permitted in Article
17 VIII, Section 8.1 of Ordinance No. 348 except that the uses permitted pursuant to
18 Section 8.1.a. (2), (3), (4), (6), (9), (10), (11), (12), (13), (14), (15), (16), (17), (18),
19 (19), (20), (21), (23), (24), (25), (27), and (28); 8.1.b.(1), (2), (3), and (4); and 8.1.c.
20 shall not be permitted. In addition, the permitted uses identified under Section
21 8.1.a shall also include: amphitheaters; antique shops; art gallery; museum; library;
22 assisted living facilities; bakery shops; financial institutions; beauty shops; bicycle
23 sales and rentals; blueprint and duplicating services; ceramic sales / manufacturing;
24 coffee shops; community gardening activities; community recreation facilities;
25 confectionary stores; delicatessens; flood control drainage basins and facilities;
26 florist shops; gift shops; growing produce for non-commercial use; health centers;
27 hobby shops; household goods sales and repair; ice cream shops; interior
28 decorating shops; jewelry stores; lakes, including noncommercial fishing;

1 locksmith shops; manufacturer's agent; multi-family dwelling units; news stores;
2
3 noncommercial community assembly facilities; nursery schools / preschool day
4 care; on-site identification signs, max size – 10 square feet; Parcel/ postal store;
5 parking lots and structures; parks; swimming pools; community gardening;
6 permanent rock climbing walls; photography shops and studios; refreshment
7 stands; restaurants, NOT including drive-in or take-out; shoe stores / repair shops;
8 Studios for fine arts; tailor shops; temporary real estate tract offices (for 5 years);
9 toy shops; trails / paseos; travel agencies; watch repair shops; temporary uses
10 (those lasting less than 3 months) provided the procedures outlined in Section
11 18.30.d.(1) are met: food stands; Christmas tree farms, pumpkin patches, and fairs
12 and carnivals; and accessory buildings to a specific use, provided that the accessory
13 building is established as an incident to a principal use and does not change the
14 character of that use. In addition, the permitted uses identified under Section 8.1.b
15 shall also include: art supply shops; auditoriums/conference rooms; auto parts and
16 supply; bakery goods distributor; book stores; car washes; catering services;
17 convenience stores - no gas sales; dance halls; drug stores; dry goods stores;
18 employment agencies; equipment rental services; feed & grain stores; gasoline
19 service stations; golf cart sales and service; hardware stores; leather goods; food
20 market, retail or wholesale; and accessory buildings to a specific use, provided that
21 the accessory building is established as an incident to a principal use and does not
22 change the character of that use. Any use that is not specifically listed herein may
23 be considered a permitted or conditionally permitted use provided that the Planning
24 Director finds that the proposed use is substantially the same in character and
25 intensity as those listed in the designated subsections. Such a use is subject to the
26 permit process which governs the category in which it falls.

- 27 (2) Unless one of the overlay zones as outlined in Section 3 of this ordinance is
28 utilized, the development standards for the base zone classification of Planning

1 Areas 26, 27, 28, 29, 30, 31, 33, 34, 35, and 36 of Specific Plan No. 342 shall be
2 the same as those standards identified in Article VIII, Section 8.2 and Article
3 XVIII, Section 18.5 except that the development standards set forth in Article
4 VIII, Section 8.2 a, b, c, d, f and h; and those development standards set forth in
5 Article XVIII, Section 18.5 b, c, d, e, f, g, i, j, and k, shall be deleted and replaced
6 by the following:

- 7 A. Detached single-family (cluster) homes shall not exceed 40
8 feet in height, and attached multi-family structures shall not exceed
9 55 feet in height.
- 10 B. All residential uses shall incorporate at least 50 square
11 feet/dwelling unit of open space. Private usable open space shall
12 have a minimum dimension on any one side of 6 feet.
- 13 C. Rooftop open space may be used as private open space when
14 directly accessible to the unit(s) it serves.
- 15 D. The minimum setback between buildings shall be 6 feet for
16 clustered single family units, and 10 feet for attached multi-family
17 units.
- 18 E. Multi Family Residential building setbacks from a project's exterior
19 streets and boundary lines shall be 10 feet. Detached Single Family
20 Residential or Multi-Family Residential arranged in a Row House
21 fashion shall be no less than 3 feet from the exterior street right of
22 ways and primary access shall be located along the exterior streets.
- 23 F. The minimum block length shall be 700 feet, the maximum
24 shall be 1,320 feet.
- 25 G. A maximum of 25% of any project area may be utilized for
26 commercial purposes.

27 f. Planning Areas 37, 48, and 49.

- 28 (1) The uses permitted in Planning Areas 37, 48, and 49 of Specific Plan No. 342 shall

1 be the same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance
2 No. 348, except that the uses permitted pursuant to Article VIIIe, Section 8.100.a
3 (8) and Section 8.100.b.(1) shall not be permitted. In addition, the uses permitted
4 under Article VIIIe, Section 8.100.a. shall include unlighted parks; swimming
5 pools; community gardening activities; trails; paseos; hiking areas; driving ranges
6 not associated with a golf course; miniature golf facilities; amphitheaters with non
7 acoustic lighting amplifications; temporary real estate tract offices located within a
8 subdivision; to be used only for and during the original sale of the subdivision, but
9 not to exceed a period of five (5) years in any event. In addition, the uses permitted
10 under Article VIIIe, Section 8.100.a. shall also include these temporary uses (those
11 lasting less than 3 months) provided the procedures outlined in Section 18.30.d.(1)
12 are met: food stands; Christmas tree farms, pumpkin patches, and fairs and
13 carnivals; and accessory buildings to a specific use, provided that the accessory
14 building is established as an incident to a principal use and does not change the
15 character of that use. Any use that is not specifically listed herein may be
16 considered a permitted or conditionally permitted use provided that the Planning
17 Director finds that the proposed use is substantially the same in character and
18 intensity as those listed in the designated subsections. Such a use is subject to the
19 permit process which governs the category in which it falls.

20 (2) The development standards for Planning Areas 37, 48, and 49 of Specific Plan No.
21 342 shall be the same standards as those identified in Article VIIIe, Section 8.101
22 of Ordinance No. 348.

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

25 g. Planning Area 39.

26 (1) The uses permitted in Planning Area 39 of Specific Plan No. 342 shall be the same
27 as those permitted in Article VIIIe, Section 8.100 of Ordinance No. 348, except
28 that the uses permitted pursuant to Article VIIIe, Sections 8.100.a.(8),8.100.b.(1),

1 and 8.100.c.(1) shall not be permitted. In addition, the permitted uses identified
2 under Section 8.100.a shall include parks; schools; libraries; publically owned
3 museums; non-commercial community centers and recreation facilities; day care
4 facilities; community theater and arboretum; swimming pools; community
5 gardening activities; trails; paseos; hiking areas; permanent rock climbing walls;
6 driving ranges not associated with a golf course; miniature golf facilities;
7 temporary real estate tract offices not to exceed a period of five (5) years in any
8 event. In addition, the uses permitted under Article VIIIe, Section 8.100.a. shall
9 also include these temporary uses (those lasting less than 3 months) provided the
10 procedures outlined in Section 18.30.d.(1) are met: food stands; Christmas tree
11 farms, pumpkin patches, and fairs and carnivals; and accessory buildings to a
12 specific use, provided that the accessory building is established as an incident to a
13 principal use and does not change the character of that use. Any use that is not
14 specifically listed herein may be considered a permitted or conditionally permitted
15 use provided that the Planning Director finds that the proposed use is substantially
16 the same in character and intensity as those listed in the designated subsections.
17 Such a use is subject to the permit process which governs the category in which it
18 falls.

19 (2) The uses identified under Section 8.100.a. shall also include the following uses, so
20 long as the use does not exceed 5,000 square feet, or the total commercial uses do
21 not exceed 25,000 square feet: art supply stores; auditoriums and conference
22 rooms; bakery shops; financial institutions; barber and beauty shops; bicycle sales
23 and repair shops; book stores; ceramic sales and manufacturing; confectionary or
24 candy stores; coffee shops; delicatessens; florist shops; food markets; gift shops;
25 hardware stores; hobby shops; jewelry stores; ice cream shops; news stores;
26 parking lots and structures; refreshment stands; restaurants and other eating
27 establishments; shoeshine stands; signs for on-site advertising; watch repair shops,
28 golf cart sales and service; churches; wedding chapels; health centers. In addition,

1 the permitted uses identified under Section 8.100.b shall include: bars and dry
2 cleaners.

3 (3) The development standards for Planning Areas 39 of Specific Plan No. 342 shall be
4 the same standards as those identified in Article VIIIe, Section 8.101 of Ordinance
5 No. 348, except that the standards identified in Article VIIIe, Section 8.101(a), (b),
6 and (e) shall be deleted and replaced with the following:

7 A. There is no minimum lot area requirement.

8 B. There are no yard requirements.

9 C. No building or structure shall exceed fifty (50') feet in height, unless a
10 greater height is approved pursuant to Section 18.34 of Ordinance 348. In
11 no event, however, shall a building or structure exceed seventy-five (75')
12 feet in height, unless a variance is approved pursuant to Section 18.27 of
13 Ordinance 348.

14 D. All roof mounted mechanical equipment shall be screened from the ground
15 elevation view to a minimum sight distance of 1,320 feet.

16 h. Planning Areas 60 and 70.

17 (1) The uses permitted in Planning Areas 60 and 70 of Specific Plan No. 342 shall be
18 the same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No.
19 348, except that the uses permitted pursuant to Article VIIIe, Section 8.100.a.(1),
20 (2), (3), (4), (5) and (8); Section 8.100.b.(1) and Section 8.100.c.(1) shall not be
21 permitted. In addition, the uses permitted under Section 8.100.a. shall include fire
22 fuel modification areas; trails; paseos; on-site directional or instructional signs;
23 kiosks; hiking areas; and accessory buildings to a specific use, provided that the
24 accessory building is established as an incident to a principal use and does not
25 change the character of that use. Any use that is not specifically listed herein may
26 be considered a permitted or conditionally permitted use provided that the Planning
27 Director finds that the proposed use is substantially the same in character and
28 intensity as those listed in the designated subsections. Such a use is subject to the

1 permit process which governs the category in which it falls.

2 (2) The development standards for Planning Areas 60 and 70 of Specific Plan No. 342
3 shall be the same standards as those identified in Article VIIIe, Section 8.101 of
4 Ordinance No. 348.

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

7 i. Planning Area 77.

8 (1) The uses permitted in Planning Area 77 of Specific Plan No. 342 shall be the same
9 as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348, except that
10 the uses permitted pursuant to Article VI, Section 6.1.a. (3), (5), (6), (7) and (8);
11 Section 6.1.b.(1), (2), (4) and (5); and Section 6.1.c.(1) shall not be permitted. In
12 addition, the uses permitted under Article VI, Section 6.1.a. shall include two-
13 family dwellings; multiple family dwellings; parks; pedestrian paseos; and
14 accessory buildings to a specific use, provided that the accessory building is
15 established as an incident to a principal use and does not change the character of
16 that use. In addition, the uses permitted in Article VI, Section 6.1.b shall include
17 the following: community recreation facilities; swimming pools; nursery schools /
18 preschool day care with off-street parking and on a minimum ½ acre lot; offices,
19 including business, law, medical, dental, chiropractic, architectural, engineering,
20 community planning; restaurants and other eating establishments; financial
21 institutions; office equipment sales and service; barber and beauty shops; health
22 and exercise centers; feed and grain sales; churches; schools; community centers;
23 monuments; boat and RV storage; mini storage; and temporary real estate tract
24 offices located within a subdivision, to be used only for and during the original sale
25 of the subdivision, but not to exceed a period of five (5) years in any event; and
26 temporary uses (those lasting less than 3 months) provided the procedures outlined
27 in Section 18.30.d.(1) are met: food stands; Christmas tree farms, pumpkin patches,
28 and fairs and carnivals, and accessory buildings to a specific use, provided that the

1 accessory building is established as an incident to a principal use and does not
2 change the character of that use. In addition, the uses permitted under Article VI,
3 Section 6.1.c shall include the following: commercial fertilizer operations-the
4 stockpiling, drying, mechanical processing and sale of farm animal manure
5 produced on and off the premises. Any use that is not specifically listed herein may
6 be considered a permitted or conditionally permitted use provided that the Planning
7 Director finds that the proposed use is substantially the same in character and
8 intensity as those listed in the designated subsections. Such a use is subject to the
9 permit process which governs the category in which it falls.

10 (2) The development standards for detached single-family residential lots within
11 Planning Area 77 of Specific Plan No. 342 shall be the same standards as those
12 identified in Article VI, Section 6.2 of Ordinance No. 348 except that the
13 development standards set forth in Article VI, Section 6.2.b., c., d., e.(1), (2), (3),
14 and (4) and g. shall be deleted and replaced with the following:

- 15 A. Lot area shall be not less than two thousand eight hundred (2,800) square
16 feet.
- 17 B. The minimum average width of each lot shall be forty feet (40') and the
18 minimum average depth shall be seventy feet (70').
- 19 C. The minimum frontage of a lot shall be thirty-five feet (35'), except that
20 lots fronting on knuckles or cul-de-sacs shall have a minimum frontage of
21 thirty feet (30'). Lot frontage along curvilinear streets shall be measured
22 at the building setback in accordance with zone development standards.
- 23 D. The front yard shall be not less than ten feet (10'), measured from the
24 existing street right of way or from any future street right of way as shown
25 on any specific plan of highways, whichever is nearer to the proposed
26 structure. Porches in the front of the structure may encroach five feet (5')
27 into the front yard setback.
- 28 E. Side yards on interior and through lots shall be not less than five feet (5').

1 Side yards on corner and reverse corner lots shall not be less than five feet
2 (5') from the existing street right of way or from any future street right of
3 way as shown on any specific plan of highways, whichever is nearer to the
4 proposed structure, upon which the main building sides.

5 F. The rear yard shall be not less than ten feet (10'), except that second floor
6 living space and balconies located in the rear yard shall be permitted
7 within one foot (1') of the rear property line, and garages shall be
8 permitted within five feet (5') of the rear property line.

9 G. Fireplaces, media niches, bay windows, porches, window boxes, and
10 similar architectural features shall be allowed to encroach a maximum of
11 two feet and one-half (2.5') into setbacks. At least one side of the
12 structure shall maintain a four foot (4') setback regardless of
13 encroachments. Media niches shall be a maximum of eight feet (8') in
14 width. No second floor structural encroachments shall be permitted within
15 one foot (1') of the rear property line. No other structural encroachments
16 shall be permitted in the front, rear or side yard setback except as provided
17 for in Section 18.19 of Ordinance No. 348.

18 H. In no case shall more than fifty percent (60%) of any lot be covered by a
19 dwelling footprint.

20 I. All residential development that contains non fee-simple lots as defined at
21 Article XVIII, section 18.5 of Ord. 348 shall submit a Planned Residential
22 Development application in conjunction with a land subdivision
23 application.

24 (3) The development standards for detached high density single family home products
25 as defined by Section 21.59a of Ordinance 348 within Planning Area 77 of Specific
26 Plan No. 342 shall be the same standards as those identified in Article XVIII,
27 Section 18.5 of Ordinance No. 348 except that the development standards set forth
28 in Article XVIII, Section 18.5.b. and c. shall be deleted and replaced with the

1 following:

- 2 A. Lot area shall be not less than two thousand (2,000) square feet.
- 3 B. The minimum average width of each lot shall be thirty-five feet (35') and
4 the minimum average depth shall be fifty-eight feet (58').
- 5 C. The minimum frontage of a lot shall be thirty-five feet (35'), except that
6 lots fronting on knuckles or cul-de-sacs shall have a minimum frontage of
7 thirty feet (30'). Lot frontage along curvilinear streets shall be measured
8 at the building setback in accordance with zone development standards.
- 9 D. The front yard shall be not less than three feet (3'), measured from the
10 existing street right of way or from any future street right of way as shown
11 on any specific plan of highways, whichever is nearer to the proposed
12 structure.
- 13 E. Side yards on interior and through lots shall be not less than three feet (3').
14 Side yards on corner and reverse corner lots shall not be less than five feet
15 (5') from the existing street right of way or from any future street right of
16 way as shown on any specific plan of highways, whichever is nearer to the
17 proposed structure, upon which the main building sides.
- 18 F. The rear yard shall be not less than three feet (3'), except that second floor
19 living space and balconies located in the rear yard shall be permitted
20 within one foot (1') of the rear property line.
- 21 G. Fireplaces, media niches, bay windows, porches, window boxes, and
22 similar architectural features shall be allowed to encroach a maximum of
23 two feet and one-half (2.5') into setbacks. At least one side of the
24 structure shall maintain a four foot (4') setback regardless of
25 encroachments. Media niches shall be a maximum of eight feet (8') in
26 width. No second floor structural encroachments shall be permitted within
27 one foot (1') of the rear property line. No other structural encroachments
28 shall be permitted in the front, rear or side yard setback except as provided

1 for in Section 18.19 of Ordinance No. 348.

2 H. In no case shall more than sixty percent (60%) of any lot be covered by a
3 dwelling.

4 (4) Attached two-family and multi-family residential uses homes as defined by Section
5 21.59a of Ordinance 348 permitted in Planning Area 77 of Specific Plan No. 342
6 shall be subject to the standards for Planned Residential Developments set forth in
7 Article XVIII, Section 18.5 of Ordinance No. 348 except that the standards set
8 forth in Section 18.5.b., c., e. and j. shall be deleted and replaced with the
9 following:

10 A. The height of buildings shall not exceed forty-five feet (45'). The distance
11 between buildings shall be no less than six feet (6').

12 B. The minimum building setbacks from a project's exterior streets and
13 boundary lines shall be two and one-half feet (2.5'). The minimum
14 building setback from interior drives shall be three feet (3'), except that
15 second floor living space and balconies located in the rear yard shall be
16 permitted within one foot (1') of the rear property line.

17 C. The number of dwelling units in one building shall not exceed eighteen
18 (18) units.

19 D. Pedestrian walkways with a minimum width of four feet (4') shall be
20 installed between the dwelling units and the recreational areas of the
21 project.

22 E. No dwelling shall be constructed unless it has a minimum floor living area
23 of not less than 750 square feet. Porches, garages, patios and similar
24 features, whether attached or detached to a dwelling, shall not be included
25 when calculating the floor living area.

26 (5) Except as provided above, all other zoning requirements shall be the same as those
27 requirements identified in Article VI of Ordinance No. 348.

28 j. Planning Areas 59 and 71.

1 (1) The uses permitted in Planning Areas 59 and 71 of Specific Plan No. 342 shall be
2 the same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No.
3 348, except that the uses permitted pursuant to Section 8.100.a.(1), (3), and (8);
4 Section 8.100.b.(1) and Section 8.100.c.(1) shall not be permitted. In addition, the
5 uses permitted under Article VIIIe, Section 8.100.a. shall include trails; paseos;
6 hiking areas; kiosks; instructional signs; parking lots; riding academies and stables;
7 unlighted parks; and accessory buildings to a specific use, provided that the
8 accessory building is established as an incident to a principal use and does not
9 change the character of that use; swimming pools; community gardening activities;
10 permanent rock climbing walls; skateboard parks and other similar facilities;
11 driving ranges not associated with a golf course; miniature golf facilities;
12 amphitheaters with non acoustic lighting amplifications; temporary Christmas tree
13 sales and uses (those lasting less than 3 months) provided the procedures outlined
14 in Section 18.30.d.(1) are met; food stands; Christmas tree farms, pumpkin patches,
15 and fairs and carnivals; and accessory buildings to a specific use, provided that the
16 accessory building is established as an incident to a principal use and does not
17 change the character of that use. Any use that is not specifically listed herein may
18 be considered a permitted or conditionally permitted use provided that the Planning
19 Director finds that the proposed use is substantially the same in character and
20 intensity as those listed in the designated subsections. Such a use is subject to the
21 permit process which governs the category in which it falls.

22 (2) The development standards for Planning Areas 59 and 71 of Specific Plan No. 342
23 shall be the same standards as those identified in Article VIIIe, Section 8.101 of
24 Ordinance No. 348.

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

27 k. Planning Areas 78 and 84.

28 (1) The uses permitted in Planning Areas 78 and 84 of Specific Plan No. 342 shall be

1 the same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No.
2 348, except that the uses permitted pursuant to Section 8.100.a.(1), (2), (3), (4), (6),
3 and (8); Section 8.100.b.(1); and Section 8.100.c.(1) shall not be permitted. In
4 addition, the uses permitted under Article VIIIe, Section 8.100.a. shall include
5 trails; paseos; hiking areas; kiosks; instructional signs; and accessory buildings to a
6 specific use, provided that the accessory building is established as an incident to a
7 principal use and does not change the character of that use. Any use that is not
8 specifically listed herein may be considered a permitted or conditionally permitted
9 use provided that the Planning Director finds that the proposed use is substantially
10 the same in character and intensity as those listed in the designated subsections.
11 Such a use is subject to the permit process which governs the category in which it
12 falls.

- 13 (2) The development standards for Planning Areas 78 and 84 of Specific Plan No. 342
14 shall be the same standards as those identified in Article VIIIe, Section 8.101 of
15 Ordinance No. 348.
- 16 (3) Except as provided above, all other zoning requirements shall be the same as those
17 requirements identified in Article VIIIe of Ordinance No. 348.

18 I. Planning Area 81.

- 19 (1) The uses permitted in Planning Area 81 of Specific Plan No. 342 shall be the same
20 as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No. 348,
21 except that the uses permitted pursuant to Section 8.100.a.(1), (2), (3), (4), (8),
22 8.100.b.(1), and 8.100.c.(1) shall not be permitted. In addition, those uses
23 permitted pursuant to Article VIIIe, Section 8.100.a shall include on-site directional
24 or instructional signs; kiosks; trails; paseos; and hiking areas; and accessory
25 buildings to a specific use, provided that the accessory building is established as an
26 incident to a principal use and does not change the character of that use. Any use
27 that is not specifically listed herein may be considered a permitted or conditionally
28 permitted use provided that the Planning Director finds that the proposed use is

1 substantially the same in character and intensity as those listed in the designated
2 subsections. Such a use is subject to the permit process which governs the category
3 in which it falls.

4 (2) The development standards for Planning Areas 81 of Specific Plan No. 342 shall be
5 the same as those standards identified in Article VIIIe, Section 8.101 of Ordinance
6 No. 348.

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

9 Section 3. Mixed Use Overlays

10 (1) INTENT. This section of the ordinance hereby creates three Mixed Use Overlay
11 Zones (MUOZ) for Specific Plan 342. Although the allowable uses as listed in
12 Section 2.f.1 of this ordinance are applicable over all three MUOZ, the
13 development standards and required findings are unique to each MUOZ. The
14 developer of a project may decide to apply the development standards of the
15 Section 2.f., or use an Overlay Zone, but may not use both. The MUOZ are
16 intended to encourage a mixture of compatible and synergistic land uses, such as
17 residential with compatible non-residential uses including office, retail, personal
18 services, public spaces and other community amenities with a particular focus on
19 fostering pedestrian activity. Each of the three distinct Overlays are described
20 below. The intent of the individual MUOZ are as follows:

21 A. MUOZ-1 provides uses and standards for areas appropriate for the
22 development of traditional commercial development with the possibility of
23 office uses combined with retail. Development may be developed as
24 vertically or horizontal mixed use. All development shall maintain strong
25 pedestrian integration with neighboring Planning Areas and schools.
26 Singular use structures in this overlay are acceptable. It is envisioned that
27 this overlay will permit primarily traditional retail, restaurant and
28 commercial services intended to develop early in the Specific Plan and

1 provide basic services.

2 B. MUOZ-2 provides uses and standards for areas appropriate for the
3 development of the highest density residential development with strong
4 retail and office use integration. Development will be vertical or very high
5 density horizontal with the intent of creating a pedestrian focused core with
6 residential uses coupled with retail and/or office uses. Limited singular use
7 structures are acceptable. It is envisioned that most, if not all, of the
8 MUOZ-2 will be mixed uses.

9 C. MUOZ-3 provides uses and standards for areas appropriate for the
10 development of the office uses with limited retail and residential use
11 integration. Development will be horizontally or vertically mixed use with
12 strong pedestrian and vehicular integration with neighboring Planning
13 Areas. Residential uses in this Overlay are not a requirement of the Overlay
14 but are provided as an option. It is envisioned, though not required, that
15 about thirty percent (30%) of the overlay will be mixed use.

16 (2) APPLICABILITY.

17 A. The MUOZ zones shall only be used with the Town Center Village of
18 Specific Plan 342 as defined by Specific Plan. The boundary of the Town
19 Center Village shall be legally defined by zoning ordinance in conjunction
20 with approval of the Village Refinement Plan (VRP) for the Town Center
21 Village as outlined in Specific Plan No. 342.

22 B. The boundaries of the individual MUOZ to be used in the Town Center
23 Village must be legally defined by a change of zone in conjunction with
24 approval of the Village Refinement Plan (VRP) for the Town Center
25 Village as outlined in Specific Plan No. 342. All overlays within the
26 Village must be mapped at the time that the Village Refinement Plan is
27 approved if an overlay is to be employed within the Village. Changes to the
28 boundaries of the overlays shall require a change of zone application to be

1 approved.

2 C. The provisions of the MUOZ zones shall further apply to all currently
3 approved, and future developments for individual parcels, tracts and parcel
4 maps, and use plans within the Town Center Village unless it is otherwise
5 specified in this section.

6 (3) DEFINITIONS. As used in this section, the following terms shall have the
7 following meanings:

- 8 A. Base Zone. The set of allowable uses and zoning standards that are
9 applicable over the entire Town Center Village found in Section 2.f.1 of
10 this Ordinance.
- 11 B. Mixed Use Structure. A building or structure that contains at least one floor
12 devoted to allowed nonresidential uses and at least one devoted to allowed
13 residential uses.
- 14 C. Block. Traditional grid pattern development with street length limitations,
15 defined within each village, to foster a pedestrian friendly environment.
16 The grid pattern is required to have at least one of the streets defining such
17 a grid be a public street.
- 18 D. Mixed Use Dwelling. A dwelling located above the ground floor of a
19 permitted commercial, retail, office or institutional use permitted by a
20 MUOZ.
- 21 E. Horizontal Mixed Use. A mixing of uses in a development project or with
22 neighboring structures, though not necessarily in the same building.
- 23 F. Vertical Mixed Use. A mixing of uses within the same structure, usually
24 with residential over commercial though this is not required to meet the
25 definition.
- 26 G. Pedestrian Friendly. Landscaping, amenities, sidewalk design, structure
27 placement, all designed with an emphasis on creating a lively, walkable,
28 and comfortable environment.

- 1 H. Covenants, Conditions and Restrictions (CC &Rs). A document used to
2 describe restrictive limitations placed on real property and its uses, and
3 which usually are made a condition of holding legal title to, or leasehold
4 interest in, the real property in question.
- 5 I. Overlay Zone. A set of zoning requirements that are superimposed upon an
6 underlying zone. Overlay zones are generally used when a particular area
7 requires special protection or has a special neighborhood concern.
8 Development of land subject to overlay zoning requires compliance with
9 the regulations of both the underlying zone and overlay zone.
- 10 J. Human Scale. The design of neighborhoods, buildings, and recreational
11 spaces that are welcoming and inviting to pedestrian uses, and also
12 encourage the reduced use of automobiles. Density of the neighborhoods
13 and the heights of the buildings are not restricted in this definition.
- 14 K. Conventional Shopping Center. A development of retail and/or other
15 commercial establishments that are planned, developed, owned and
16 managed as a single property, typically with on-site parking provided. The
17 center's size and orientation will be generally determined by the market
18 characteristics of the trade area served by the center.
- 19 L. Project. A development proposal by one or more applicants proposing a
20 single structure or series of structures, under one development application.

21 (4) REQUIRED FINDINGS. In order for the applicable hearing body to approve a
22 project in Town Center Village, the following findings must be made-

- 23 A. The project is consistent with the Village Refinement Program for the
24 Town Center Village.
- 25 B. The project integrates with neighboring uses in vehicular connection,
26 pedestrian connection on and off street, architectural styles and landscaping.
- 27 C. The development is designed to a human scale.
- 28 D. Efforts have been adequately made so that parking areas have been located

1 where they can be conveniently and safely accessed and not interfere with
2 pedestrian activity.

3 E. Parking does not dominate street frontage and is screened appropriately.

4 F. The project is complimentary to a mix of uses and blends with surrounding
5 development.

6 G. Uses and structures are sited and designed to complement one another.

7 (5) Mixed Use Overlay Zone 1

8 A. The uses permitted in Mixed Use Overlay Zone 1 (MUOZ-1) of Planning
9 Areas 26, 27, 28, 29, 30, 31, 33, 34, 35, and 36 of Specific Plan No. 342
10 shall be the same as those uses permitted in Article VIII, Section 8.1 of
11 Ordinance No. 348 except that the uses permitted pursuant to Section 8.1.a.
12 (1), (2), (3), (4), (6), (7), (9), (10), (11), (12), (13), (14), (15), (16), (17),
13 (18), (19), (20), (21), (23), (24), (25), (27), and (28); 8.1.b.(1), (2), (3), and
14 (4); and 8.1.c. shall not be permitted. In addition, the following permitted
15 uses identified under Article VIII, Section 8.1.a shall also include:
16 amphitheatres; antique shops; art gallery; library; museum; art supply shops
17 and studios; assisted living facilities; auto parts and supply; bakery shops;
18 financial institutions; barber / beauty shops; bicycle sales and rentals;
19 blueprint and duplicating services; book stores; bowling alleys; car washes;
20 catering services; ceramic sales / manufacturing; churches;
21 clinics; coffee shops; community recreation facilities; confectionary / candy
22 stores; costume design studios; dance halls; delicatessens; department
23 stores; drug stores; employment agencies; equipment rental services; feed &
24 grain stores; fishing and casting pools; flood control drainage facilities;
25 florist shops; food markets / frozen food lockers; gift shops; golf cart sales
26 and service; growing of produce for non-commercial use; hardware stores;
27 health centers; hobby shops; hotels / motels; household goods sales and
28 repair; ice cream shops; interior decorating shops; jewelry stores; lakes,

1 including noncommercial fishing; leather goods; locksmith shops;
2 manufacturer's agent; market, retail or wholesale; meat markets, but no
3 slaughtering; mortuaries; music stores; noncommercial community
4 association facilities; nurseries / garden supply; offices, including business,
5 law, medical, dental, chiropractic, architectural, engineering, community
6 planning, and real estate; on-site identification signs, max size – 10 square
7 feet; outdoor storage of materials; paint and wall paper stores; parcel, postal
8 store; parking lots and structures; parks; swimming pools; party supply
9 stores; pet shops and pet supply; pharmacy, incidental to office use on site;
10 photography shops and studios; plumbing shops, not including contractors;
11 radio / television studios; recycling facilities; refreshment stands;
12 restaurants, NOT including drive-in or take-out; schools, business and
13 professional; shoe stores / repair shops; sporting goods stores; sports and
14 recreational facilities; stained glass assembly; stationary stores; studios for
15 fine arts; tailor shops; temporary uses (those lasting less than 3 months)
16 provided the procedures outlined in Section 18.30.d.(1) are met: food
17 stands; Christmas tree farms, pumpkin patches, and fairs and carnivals;
18 temporary real estate tract offices located within a subdivision to be used
19 only for and during the original sale of the subdivision, but not to exceed a
20 period of five (5) years in any event; theaters, not drive-in; tire sales and
21 service, no recapping; tobacco shops; toy shops; trails / paseos; travel
22 agencies; watch repair shops; wholesale businesses. In addition, the
23 following permitted uses identified under Article VIII, Section 8.1.b shall
24 also include: animal hospitals; auto repair garages, not including body and
25 fender shops or spray painting; automobile sales and rental agencies; bars /
26 cocktail lounges; billiard and pool halls; boat/marine sales, parking and
27 storage; cleaning and dyeing shops; convenience stores - no gas sales;
28 gasoline service stations; labs; film, dental, medical, research, or testing;

1 laundromats; miniature golf facilities; multi-family dwelling units;
2 restaurants; single family dwelling units; stations: bus, railroad, taxi. Any
3 use that is not specifically listed herein may be considered a permitted or
4 conditionally permitted use provided that the Planning Director finds that
5 the proposed use is substantially the same in character and intensity as those
6 listed in the designated subsections. Such a use is subject to the permit
7 process which governs the category in which it falls.

8 B. The development standards for Mixed Use Overlay Zone 1 of Planning
9 Areas 26, 27, 28, 29, 30, 31, 33, 34, 35, and 36 of Specific Plan No. 342
10 shall be the same as those standards identified in Article IX, Section 9.4 and
11 Article XVIII, Section 18.5, except that the development standards set forth
12 in Article IX, Section 9.4 b, c, d, and e; and those development standards
13 set for in Article XVIII, Section 18.5 b, c, d, e, f, g, i, j, and k, shall be
14 deleted and replaced by the following:

- 15 1. Attached multi-family structures shall not exceed 55 feet in height.
16 All other buildings shall not exceed 55 feet in height, with
17 architectural projections adding 2% to the height of the building.
- 18 2. All residential uses shall incorporate at least 50 square
19 feet/dwelling unit of open space. Private usable open space shall
20 have a minimum dimension on any one side of 6 feet.
- 21 3. The minimum setback between buildings shall be 10 feet for
22 attached multi-family units. No setback is required between
23 commercial structures.
- 24 5. Building setbacks from a project's exterior streets and boundary
25 lines shall be 10 feet.
- 26 6. A maximum of 30% of any project area may be utilized for
27 residential purposes unless residential units are placed above
28 commercial uses in which case there are no limits.

1 C. This finding must be made for all projects within MUOZ-1, in addition to
2 those referenced in Section 3(4) of this Ordinance:

3 1. The project maintains a strong pedestrian integration to neighboring
4 areas and schools intended to ensure a strong pedestrian
5 environment.

6 (6) Mixed Use Overlay Zone 2

7 A. The uses permitted in Mixed Use Overlay Zone 2 (MUOZ-2) of Planning
8 Areas 26, 27, 28, 29, 30, 31, 33, 34, 35, and 36 of Specific Plan No. 342
9 shall be the same as those uses permitted in Article VIII, Section 8.1 of
10 Ordinance No. 348 except that the uses permitted pursuant to Section 8.1.a.
11 (1), (2), (3), (4), (6), (7), (9), (10), (11), (12), (13), (14), (15), (16), (17),
12 (18), (19), (20), (21), (23), (24), (25), (27), and (28); 8.1.b.(1), (2), (3), and
13 (4); and 8.1.c. shall not be permitted. In addition, the following permitted
14 uses identified under Article VIII, Section 8.1.a shall also include: antique
15 shops; art gallery; library; museum; art supply shops and studios;
16 auditoriums/conference rooms; auto parts, supply, repair, not including
17 body and fender shops or spray painting; bakery shops; financial
18 institutions; barber / beauty shops; bicycle sales and rentals; blueprint and
19 duplicating services; book stores; bowling alleys; catering services; ceramic
20 sales / manufacturing; cleaning and dyeing shops; clinics; coffee shops;
21 community recreation facilities; confectionary / candy stores; costume
22 design studios; dance halls; delicatessens; department stores;
23 drug stores; employment agencies; equipment rental services; feed & grain
24 stores; fishing and casting pools; flood control drainage facilities; florist
25 shops; food markets / frozen food lockers; gift shops; golf cart sales and
26 service; growing of produce for non-commercial use; hardware stores;
27 hobby shops; hotels / motels; household goods sales and repair; ice cream
28 shops; interior decorating shops; jewelry stores; labs: film, dental, medical,

1 research, or testing; lakes, including noncommercial fishing; laundromats;
2 leather goods; locksmith shops; manufacturer's agent; market, retail or
3 wholesale; meat markets, but no slaughtering; mortuaries; multi-family
4 dwelling units; music stores; noncommercial community association
5 facilities; nursery schools / preschool day care; offices, including business,
6 law, medical, dental, chiropractic, architectural, engineering, community
7 planning, and real estate; on-site identification signs, max size – 10 square
8 feet; paint and wall paper stores; parcel, postal store; parking lots and
9 structures; parks; swimming pools; party supply stores; pet shops and
10 supply; pharmacy, incidental to office use on site; photography shops and
11 studios; plumbing shops, not including contractors; printers and publishers;
12 radio / television studios; recording studios; recycling facilities; refreshment
13 stands; restaurants, not including drive-in or take-out; schools, business and
14 professional; shoe stores / repair shops; signs, on-site advertising; sporting
15 goods stores; stained glass assembly; stationary stores; stations: bus,
16 railroad, taxi; studios for fine arts; tailor shops; theaters, not drive-in; tire
17 sales and service, no recapping; tobacco shops; toy shops; trails / paseos;
18 travel agencies; watch repair shops; temporary real estate tract offices
19 located within a subdivision to be used only for and during the original sale
20 of the subdivision, but not to exceed a period of five (5) years in any event;
21 temporary uses (those lasting less than 3 months) provided the procedures
22 outlined in Section 18.30.d.(1) are met: food stands; Christmas tree farms,
23 pumpkin patches, and fairs and carnivals. In addition, the following
24 permitted uses identified under Article VIII, Section 8.1.b shall also
25 include: auto repair garages, not including body and fender shops or spray
26 painting; bakery goods distributor; bars / cocktail lounges; billiard and pool
27 halls; convenience stores - no gas sales; gasoline service stations; nurseries /
28 garden supply; pawn shops; restaurant; bars; sports and recreational

1 facilities. Any use that is not specifically listed herein may be considered a
2 permitted or conditionally permitted use provided that the Planning Director
3 finds that the proposed use is substantially the same in character and
4 intensity as those listed in the designated subsections. Such a use is subject
5 to the permit process which governs the category in which it falls.

6 B. The development standards for Mixed Use Overlay Zone 2 of Planning
7 Areas 26, 27, 28, 29, 30, 31, 33, 34, 35, and 36 of Specific Plan No. 342
8 shall be the same as those standards identified in Article IX, Section 9.4 and
9 Article XVIII, Section 18.5, except that the development standards set forth
10 in Article IX, Section 9.4 b, c, d, and e; and those development standards set
11 for in Article XVIII, Section 18.5 b, c, d, e, f, g, i, j, and k, shall be
12 deleted and replaced by the following:

- 13 1. Attached multi-family structures shall not exceed 55 feet in height.
14 All other buildings shall not exceed 55 feet in height. At least one
15 architectural projection shall be required and shall be at least 2%
16 higher than the primary structure however at no time shall any
17 architectural projection over 20 feet be permitted on any structure.
- 18 2. The maximum floor to area ratio for mixed-use projects is 3.0. All
19 other projects cannot exceed a floor area ratio of 1.0.
- 20 3. All residential uses shall incorporate at least 50 square
21 feet/dwelling unit of open space. Private usable open space shall
22 have a minimum dimension on any one side of 50 feet.
- 23 4. Rooftop open space may be used as private open space when
24 directly accessible to the unit(s) it serves.
- 25 5. The minimum setback between buildings shall be, 10 feet between
26 residential units, and 10 feet between all residential structures and
27 commercial structures if structures do not exceed three (3) stories,
28 otherwise no setback is required. No setback is required between

1 commercial uses.

- 2 6. Building setbacks from a project's exterior streets and boundary
3 lines shall be 10 feet.
- 4 7. The minimum block length shall be 200 feet and the maximum
5 shall be 700 feet.
- 6 8. At least one structure on each block will be required to use a
7 design related architectural projection.
- 8 9. All ground floor nonresidential uses shall be less than 7,500 square
9 feet unless residential uses are located above the non-residential use.
10 A 20% increase can be granted by the Planning Director. All office
11 or commercial uses above the ground floor have no limit.
- 12 10. If residential uses are located above nonresidential uses then the
13 ground floor use shall be less than 50,000 square feet. A 20%
14 increase can be granted by the Planning Director. All office or
15 commercial uses above the ground floor have no limit.
- 16 11. All singular use nonresidential structures shall be less than
17 5,000 square feet.
- 18 12. A minimum of sixty percent (60%) of non-residential street-facing
19 building façades between two feet and eight feet in height must be
20 comprised of clear windows that allow views of indoor space or
21 product display areas.
- 22 13. Buildings must have a primary entrance door facing a public
23 sidewalk. Entrances at building corners may be used to satisfy
24 this requirement.
- 25 14. Building entrances may include doors to individual shops or
26 businesses, lobby entrances, entrances to pedestrian-oriented plazas,
27 or courtyard entrances to a cluster of shops or businesses.
- 28 15. No curb cuts are allowed for lots that abut alleys.

1 16. Residential structures may place residential uses on the ground
2 floor of a structure provided said structure is contiguous to a non-
3 residential ground floor use.

4 C. These findings must be made for all projects within MUOZ-2, in addition
5 to those referenced in Section 3.4 of this Ordinance:

- 6 1. The project integrates residential and nonresidential uses with a
7 pedestrian focused core or if the project is a single use
8 structure/project it is contiguous (less than ten feet (10')) to a
9 differing use.
- 10 2. The project provides usable public and private open spaces,
11 including but not limited to plazas in commercial areas that enhance
12 commercial activity.

13 (7) Mixed Use Overlay Zone 3

14 A. The uses permitted in Mixed Use Overlay Zone 3 (MUOA-3) of Planning
15 Areas 26, 27, 28, 29, 30, 31, 33, 34, 35, and 36 of Specific Plan No. 342
16 shall be the same as those uses permitted in Article VIII, Section 8.1 of
17 Ordinance No. 348 except that the uses permitted pursuant to Section 8.1.a.
18 (1), (2), (3), (4), (6), (7), (9), (10), (11), (12), (13), (14), (15), (16), (17),
19 (18), (19), (20), (21), (23), (24), (25), (27), and (28); 8.1.b.(1), (2), (3), and
20 (4); and 8.1.c. shall not be permitted. In addition, the following permitted
21 uses identified under Article VIII, Section 8.1.a shall also include:
22 ambulance services; art gallery; library; museum; art supply shops and
23 studios; auditoriums / conference rooms; auto parts, supply and repair
24 garages, not including body and fender shops or spray painting; bakery
25 goods distribution and shops; financial institutions; barber / beauty shops;
26 bicycle sales and rentals; blueprint and duplicating services; book stores;
27 bowling alleys; car washes; catering services; ceramic sales /
28 manufacturing; cleaning and dyeing shops; coffee shops; community

1 recreation facilities; confectionary / candy stores; delicatessens; department
2 stores; drug stores; employment agencies; equipment rental services; feed &
3 grain stores; fishing and casting pools; flood control drainage basins and
4 facilities; florist shops; gift shops; golf cart sales and service; growing of
5 produce for non-commercial use; hardware stores; hobby shops; hotels /
6 motels; household goods sales and repair; ice cream shops; interior
7 decorating shops; jewelry stores; labs: film, dental, medical, research, or
8 testing; lakes, including noncommercial fishing; laundromats; leather
9 goods; locksmith shops; manufacturer's agent; market, retail or wholesale;
10 meat markets, but no slaughtering; mortuaries; multi-family dwelling units;
11 music stores; noncommercial community assembly facilities; nurseries /
12 garden supply; offices, including business, law, medical, dental,
13 chiropractic, architectural, engineering, community planning, and real
14 estate; on-site identification signs, max size – 10 square feet; outdoor
15 storage of materials; paint and wall paper stores; parcel, postal store;
16 parking lots and structures; parks; swimming pools; party supply stores; pet
17 shops and supply; pharmacy, incidental to office use on site; photography
18 shops and studios; plumbing shops, not including contractors; printers and
19 publishers; radio / television studios; recording studios; recycling facilities;
20 refreshment stands; schools, business and professional; senior housing; shoe
21 stores / repair shops; signs, on-site advertising; sporting goods stores;
22 stained glass assembly; stationary stores; stations: bus, railroad, taxi; tailor
23 shops; theaters, not drive-in; tire sales and service, no recapping; tobacco
24 shops; toy shops; trailer and boat storage; trails / paseos; travel agencies;
25 watch repair shops; wholesale businesses; temporary real estate tract offices
26 located within a subdivision to be used only for and during the original sale
27 of the subdivision, but not to exceed a period of five (5) years in any event;
28 temporary uses (those lasting less than 3 months) provided the procedures

1 outlined in Section 18.30.d.(1) are met: food stands; Christmas tree farms,
2 pumpkin patches, and fairs and carnivals. In addition, the following
3 permitted uses identified under Article VIII, Section 8.1.b shall also
4 include: animal hospitals; automobile sales and rental agencies; bars /
5 cocktail lounges; billiard and pool halls; boat/marine sales, parking and
6 storage; clinics; convenience stores - no gas sales; gasoline service stations;
7 miniature golf facilities; pawn shops; restaurants; sports and recreational
8 facilities; studios for fine arts; truck and trailer rental; and truck sales and
9 service. Any use that is not specifically listed herein may be considered a
10 permitted or conditionally permitted use provided that the Planning Director
11 finds that the proposed use is substantially the same in character and
12 intensity as those listed in the designated subsections. Such a use is subject
13 to the permit process which governs the category in which it falls.

14 B. The development standards of MUOZ-3 of Planning Areas 26, 27, 28, 29,
15 30, 31, 33, 34, 35, and 36 of Specific Plan No. 342 shall be the same as
16 those identified in Article IXd, Section 9.73 of Ordinance No. 348 and
17 Article XVIII, Section 18.5, except that the development standards set
18 forth in Article IXd, Section 9.73 b, c, d, e, and m; and those development
19 standards set for in Article XVIII, Section 18.5 b, c, d, e, f, g, i, j, and k,
20 shall be deleted and replaced by the following:

- 21 1. Attached multi-family structures shall not exceed 55 feet in height.
22 All other buildings shall not exceed 55 feet in height, with
23 at least one architectural projection shall be at least 2% higher
24 than the primary structure however at no time shall any architectural
25 projection over 20 feet be permitted on any structure.
- 26 2. The maximum floor to area ratio for mixed-use projects is 3.0. All
27 other projects have a floor area ratio of 1.0.
- 28 3. All residential uses shall incorporate at least 50 square

1 feet/dwelling unit of open space. Private usable open space shall
2 have a minimum dimension on any one side of 50 feet.

3 4. Rooftop open space may be used as private open space when
4 directly accessible to the unit(s) it serves.

5 5. The minimum setback between buildings shall be 6 feet between
6 clustered single family units and other clustered single family units,
7 10 feet between attached multi-family units and other residential
8 units, and 10 feet between all residential structures and commercial
9 structures. No setback is required between non-residential uses.

10 6. Building setbacks from a project's exterior streets and boundary
11 lines shall be 10 feet.

12 7. The minimum block length shall be 200 feet and the maximum shall
13 be 1,320 feet. At least one structure on each block will be required
14 to use a design related architectural projection.

15 Section 4. Conflict between ordinance requirements. If there is any conflict between the
16 requirements of this and any other ordinance, the more stringent requirements shall apply.

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1 Section 5. This ordinance shall take affect 30 days after its adoption.

2
3 BOARD OF SUPERVISORS OF THE COUNTY
4 OF RIVERSIDE, STATE OF CALIFORNIA

5
6 By _____
7 Chairman, Board of Supervisors

8 ATTEST:
9 CLERK TO THE BOARD

10
11
12 By _____
13 (Deputy)

14 (SEAL)

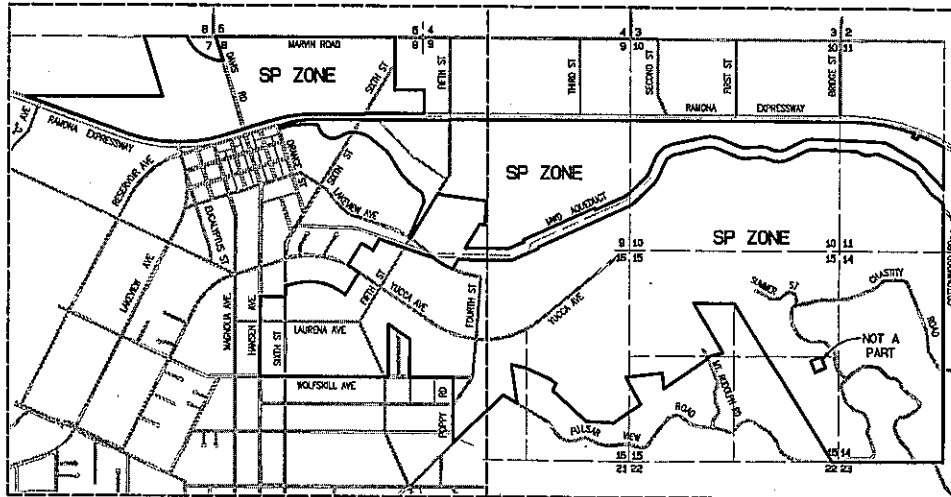
15 APPROVED AS TO FORM:
16 October 14, 2009

17
18
19 By *Larisa Reithmeier-Mckenna*
20 LARISA REITHMEIER-MCKENNA
21 Deputy County Counsel

LAKEVIEW, SHEET 1 OF 4
 NUEVO, HOMELAND, JUNIPER FLATS AND NORTH PERRIS ZONING AREAS
 SECTIONS 7, 8, 9, 10, 11, 14, 15, 16 & 17, T.4S., R.2W.
 RANCHO SAN JACINTO NUEVO

SHEET 2

SHEET 3



INDEX MAP

SCALE: 1"=2000'

LEGEND

ASSESSOR'S PARCEL NUMBERS

425-100-002, 425-120-002, 425-120-005,
 425-120-009 thru 011, 425-140-001 & 002,
 425-140-006 & 007, 425-140-009 thru
 012, 425-160-001 thru 007, 425-170-001
 thru 005, 425-170-011 thru 022, 425-170-031,
 425-170-033, 425-170-035, 425-180-001 & 002,
 425-190-001 & 002, 425-190-009, 425-190-012,
 425-190-016, 425-230-004 thru 014,
 425-230-017 & 018, 425-230-020 & 021,
 425-240-001 thru 005, 425-240-010,
 425-240-012 thru 013, 425-240-015
 thru 017, 425-250-012, 425-250-017
 & 018, 425-250-002 thru 005, 425-020-009,
 425-020-013, 425-030-002 thru 007,
 425-030-009 thru 013, 425-030-017 & 018,
 425-040-001 thru 004, 425-040-007,
 425-050-001 thru 004, 425-050-009,
 425-071-001 thru 003, 425-081-001 &
 002, 425-082-002 & 003, 425-150-001,
 425-150-004, 425-150-003, 425-150-007,
 425-150-019, 425-150-021 & 022, 425-150-024
 thru 030, 425-150-054 & 055, 425-200-016 thru
 018, 425-200-022 thru 032, 425-200-034
 thru 036, 425-200-052 & 053, 425-350-009,
 425-390-001 & 002, 425-400-015.

SP ZONE

SPECIFIC PLAN (SP 342)

MAP NO. 2.2321
 MAP NO. 17.102
 MAP NO. 55.038

CHANGE OF OFFICIAL ZONING PLAN
 AMENDING

MAP NO. 2, ORDINANCE NO. 348

HEMET-SAN JACINTO AND PERRIS RESERVOIR DISTRICTS

CHANGE OF ZONE CASE NO. 7055

ADOPTED BY ORDINANCE NO. 348.4679

ADOPTION DATE: MARCH 23, 2010

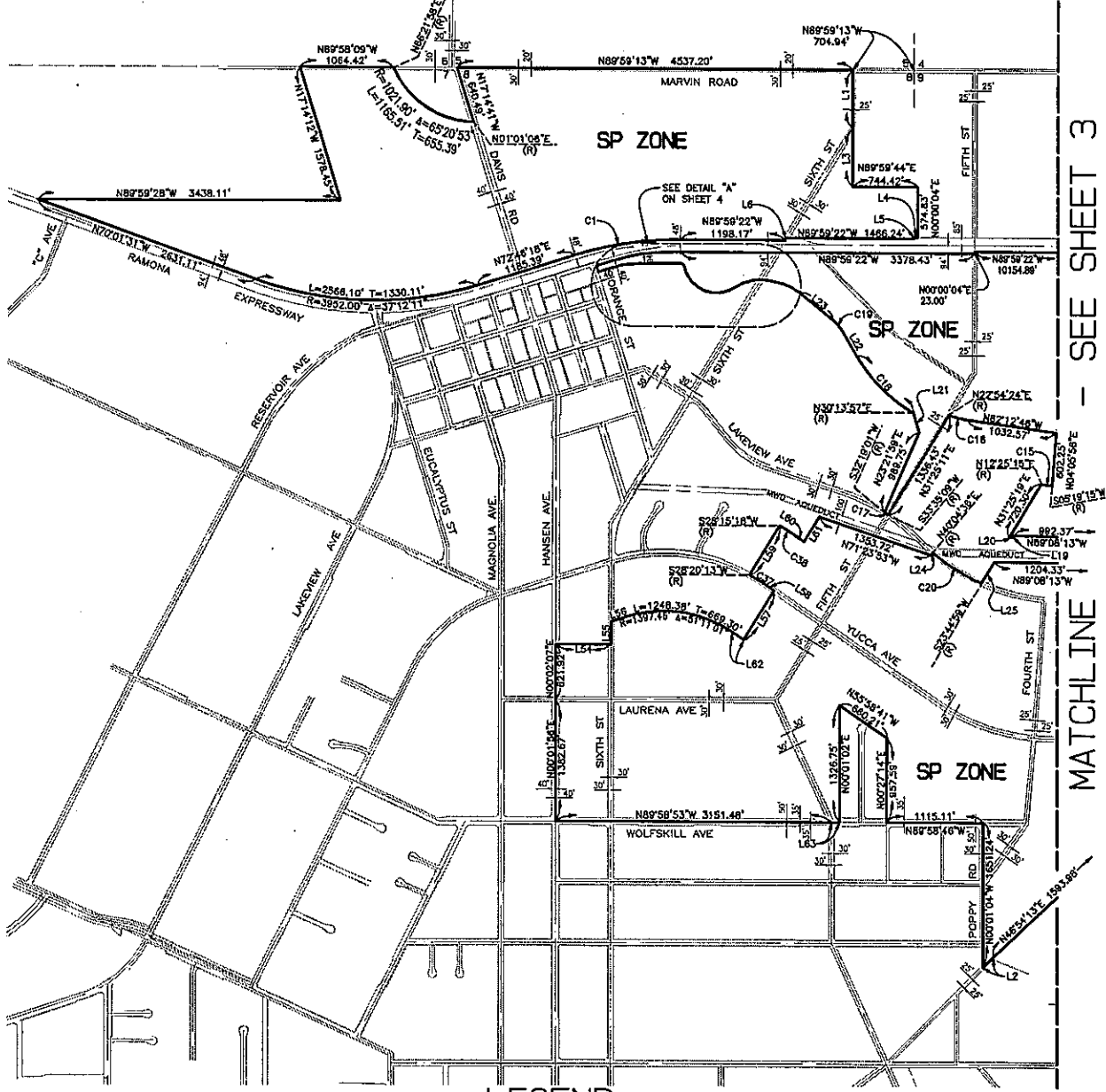
RIVERSIDE COUNTY BOARD OF SUPERVISORS



SCALE IN FEET
 0 2000

LAKEVIEW,
 NUEVO, HOMELAND, JUNIPER FLATS AND NORTH PERRIS ZONING AREAS
 SECTIONS 7, 8, 9, 10, 11, 14, 15, 16 & 17, T.4S., R.2W.
 RANCHO SAN JACINTO NUEVO

SHEET 2 OF 4



MATCHLINE - SEE SHEET 3

LEGEND

ASSESSOR'S PARCEL NUMBERS

- 425-100-002, 425-120-002, 425-120-005,
- 425-120-009 thru 011, 425-140-001 & 002,
- 425-140-006 & 007, 425-140-009 thru
- 012, 425-160-001 thru 007, 425-170-001
- thru 005, 425-170-011 thru 022, 425-170-031,
- 425-170-033, 425-170-035, 425-180-001 & 002,
- 425-190-001 & 002, 425-190-009, 425-190-012,
- 425-190-016, 425-230-004 thru 014,
- 425-230-017 & 018, 425-230-020 & 021,
- 425-240-001 thru 005, 425-240-010,
- 425-240-012 thru 013, 425-240-015
- thru 017, 425-250-012, 425-250-017
- & 018, 425-260-002 thru 005, 425-020-009,
- 425-020-013, 425-030-002 thru 007,
- 425-030-009 thru 013, 425-030-017 & 018,
- 425-040-001 thru 004, 425-040-007,
- 425-050-001 thru 004, 425-050-009,
- 425-071-001 thru 003, 425-081-001 &
- 002, 425-082-002 & 003, 425-150-001,
- 425-150-004, 425-150-003, 425-150-007,
- 425-150-019, 425-150-021 & 022, 425-150-024
- thru 034, 425-150-054 & 055, 425-200-016 thru
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 AMENDING**

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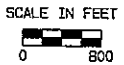
HEMET-SAN JACINTO AND PERRIS RESERVOIR DISTRICTS

CHANGE OF ZONE CASE NO. 7055

ADOPTED BY ORDINANCE NO. 348.4679

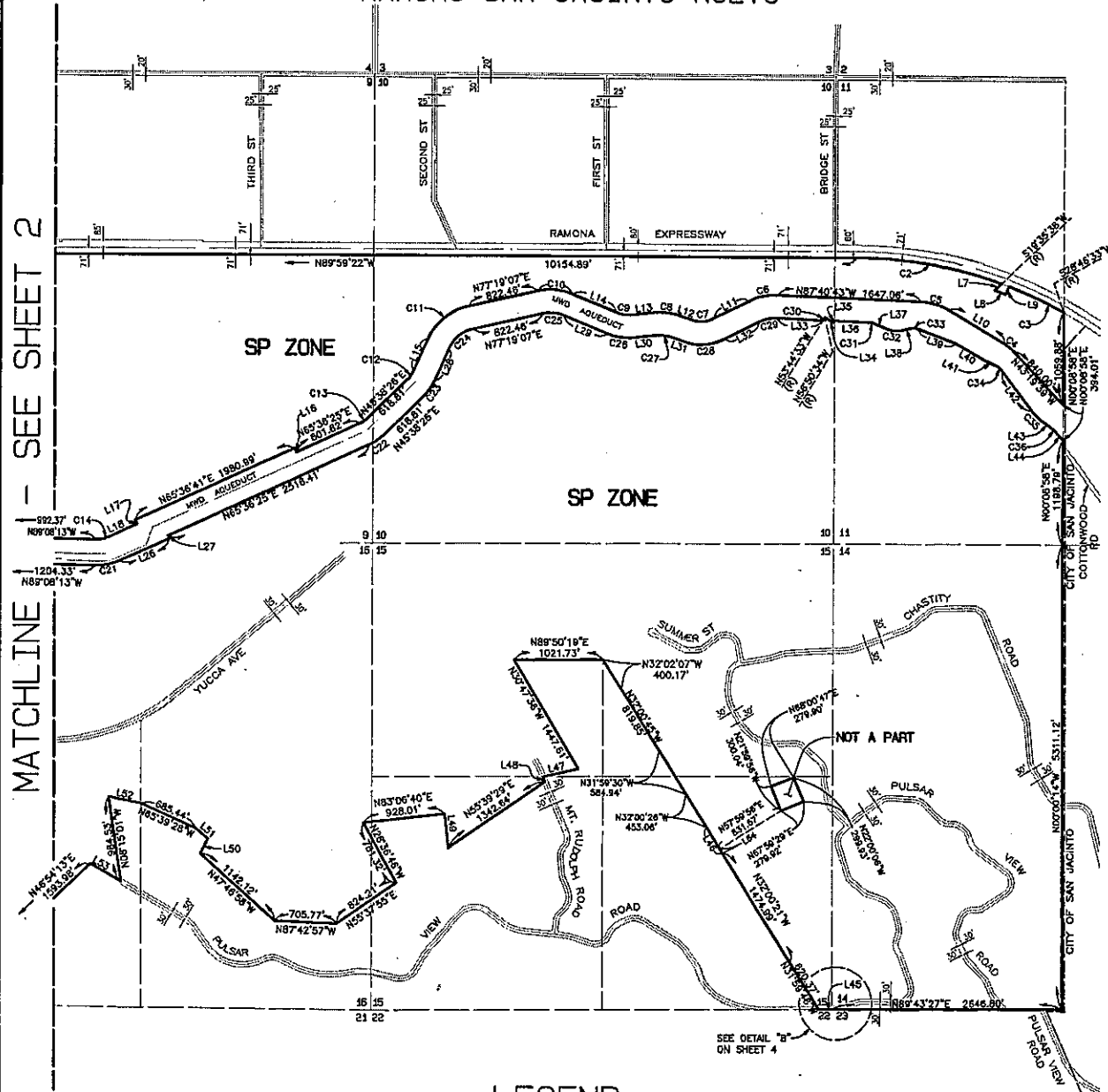
ADOPTION DATE: MARCH 23, 2010

RIVERSIDE COUNTY BOARD OF SUPERVISORS



DRAWN BY: JACINTO, DATE: 12/15/09, CHECKED BY: JACINTO, DATE: 12/15/09

LAKEVIEW,
NUEVO, HOMETOWN, JUNIPER FLATS AND NORTH PERRIS ZONING AREAS
 SECTIONS 7, 8, 9, 10, 11, 14, 15, 16 & 17, T.4S., R.2W.
RANCHO SAN JACINTO NUEVO



LEGEND

ASSESSOR'S PARCEL NUMBERS

- 425-100-002, 425-120-002, 425-120-005,
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- thru 005, 425-170-011 thru 022, 425-170-031,
- 425-170-033, 425-170-035, 425-180-001 & 002,
- 425-190-001 & 002, 425-190-003, 425-190-012,
- 425-190-015, 425-230-004 thru 014,
- 425-230-017 & 018, 425-230-020 & 021,
- 425-240-001 thru 005, 425-240-010,
- 425-240-012 thru 013, 425-240-015
- thru 017, 425-250-012, 425-250-017
- & 018, 425-250-002 thru 005, 425-020-009,
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- 425-050-001 thru 004, 425-050-005,
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- 002, 425-082-002 & 003, 425-150-001,
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- 425-160-019, 425-160-021 & 022, 425-160-024
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- thru 036, 425-200-052 & 053, 425-350-009,
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SP ZONE

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MAP NO. 2.2321
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 AMENDING**

MAP NO. 2, ORDINANCE NO. 348

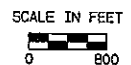
HEMET-SAN JACINTO AND PERRIS RESERVOIR DISTRICTS

CHANGE OF ZONE CASE NO. 7055

ADOPTED BY ORDINANCE NO. 348.4679

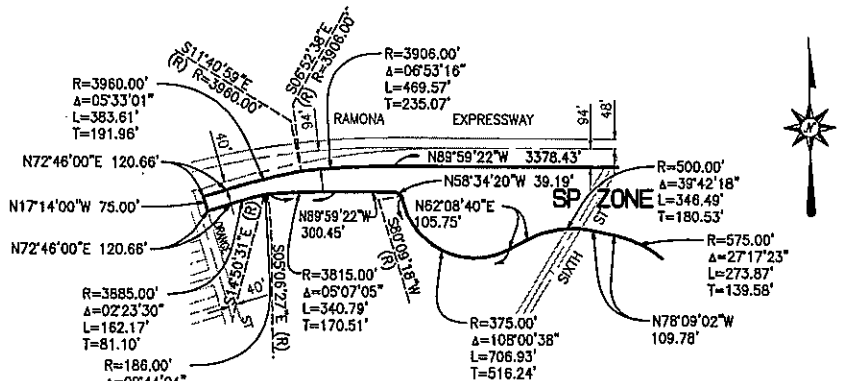
ADOPTION DATE: MARCH 23, 2010

RIVERSIDE COUNTY BOARD OF SUPERVISORS



COURTESY: RIVERSIDE COUNTY BOARD OF SUPERVISORS

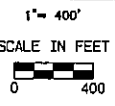
LAKEVIEW,
NUEVO, HOMELAND, JUNIPER FLATS AND NORTH PERRIS ZONING AREAS
SECTIONS 7, 8, 9, 10, 11, 14, 15, 16 & 17, T.4S., R.2W.
RANCHO SAN JACINTO NUEVO



LINE DATA TABLE

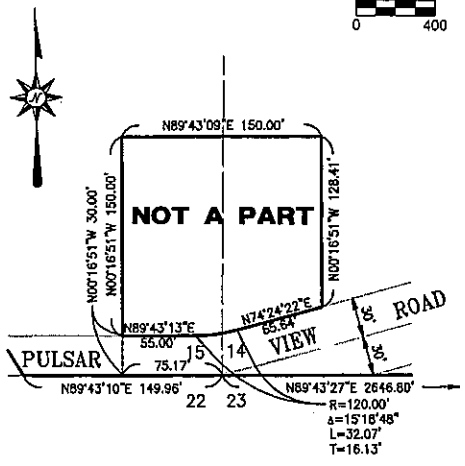
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L2	S45°01'17\"	198.03'
L3	N00°03'23\"	660.26'
L4	N89°59'22\"	40.05'
L5	N00°00'38\"	14.00'
L6	N31°24'35\"	26.95'
L7	N45°28'01\"	110.15'
L8	N53°21'55\"	137.92'
L9	N20°38'54\"	100.00'
L10	N59°15'11\"	762.02'
L11	N63°48'11\"	465.24'
L12	N71°08'38\"	160.93'
L13	N84°18'01\"	275.81'
L14	N67°40'25\"	551.21'
L15	N24°19'03\"	388.13'
L16	N24°53'39\"	49.65'
L17	N34°55'00\"	50.00'
L18	N65°36'25\"	356.77'
L19	N31°28'19\"	23.23'
L20	N81°08'13\"	34.84'
L21	N16°06'28\"	234.67'
L22	N50°52'54\"	333.03'
L23	N50°51'39\"	468.72'
L24	N31°28'04\"	35.60'
L25	N31°28'19\"	286.97'
L26	N65°36'25\"	521.15'
L27	N24°19'03\"	35.00'
L28	N24°19'03\"	399.13'
L29	N67°40'25\"	551.21'
L30	N84°18'01\"	275.81'
L31	N71°08'38\"	160.93'
L32	N63°48'11\"	465.24'
L33	N87°40'43\"	530.42'
L34	N58°47'19\"	114.76'
L35	N31°12'31\"	25.00'
L36	N87°40'43\"	396.70'
L37	N66°16'22\"	124.65'
L38	N77°44'29\"	93.91'
L39	N69°16'24\"	464.27'
L40	N60°00'42\"	378.08'
L41	N64°50'53\"	141.47'
L42	N37°02'28\"	570.75'
L43	N64°30'09\"	127.39'
L44	N44°00'09\"	111.33'
L45	N69°43'10\"	149.96'
L46	N32°00'04\"	341.93'
L47	N77°07'31\"	417.54'
L48	N22°48'54\"	59.36'
L49	N07°02'23\"	392.87'
L50	N24°56'46\"	198.50'
L51	N47°46'58\"	179.97'
L52	N77°59'45\"	373.81'
L53	N68°46'51\"	404.59'
L54	N89°58'55\"	630.65'
L55	N00°02'37\"	264.93'
L56	N72°49'19\"	200.41'
L57	N31°23'19\"	602.09'
L58	N66°57'10\"	125.51'
L59	N31°28'03\"	669.62'
L60	N56°56'38\"	121.54'
L61	N31°28'59\"	331.59'
L62	S55°58'40\"	155.85'
L63	N89°58'45\"	90.13'
L64	N82°00'04\"	57.06'

DETAIL "A"

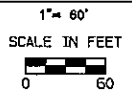


CURVE DATA TABLE

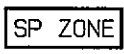
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C1	4048.00'	17°14'20"	1217.95'	613.61'
C2	4929.00'	19°35'00"	1684.70'	850.65'
C3	4929.00'	08°08'09"	699.90'	350.54'
C4	440.00'	15°55'32"	122.30'	61.55'
C5	665.00'	28°25'32"	329.92'	168.43'
C6	665.00'	28°31'06"	331.00'	169.00'
C7	335.00'	45°03'11"	263.42'	138.94'
C8	665.00'	24°33'21"	285.01'	144.72'
C9	335.00'	28°01'34"	163.86'	83.61'
C10	665.00'	35°00'28"	406.32'	209.72'
C11	665.00'	53°00'04"	615.15'	331.56'
C12	335.00'	21°19'22"	124.67'	63.07'
C13	335.00'	19°57'59"	116.74'	58.97'
C14	335.00'	25°15'22"	147.67'	75.05'
C15	1006.84'	07°06'00"	124.75'	62.45'
C16	840.00'	15°07'10"	221.66'	111.48'
C17	2282.01'	01°15'08"	50.40'	25.05'
C18	4831.00'	28°53'08"	923.10'	471.58'
C19	450.00'	19°58'45"	156.82'	79.26'
C20	2322.01'	16°19'37"	661.68'	333.10'
C21	635.00'	25°15'22"	278.81'	142.27'
C22	600.00'	19°57'56"	209.09'	105.62'
C23	600.00'	21°19'22"	223.28'	112.95'
C24	400.00'	53°00'04"	370.02'	199.44'
C25	400.00'	35°00'28"	244.40'	126.15'
C26	600.00'	28°01'34"	293.49'	149.74'
C27	400.00'	24°33'21"	171.43'	87.05'
C28	600.00'	45°03'11"	471.79'	248.85'
C29	400.00'	28°31'06"	199.10'	101.66'
C30	733.78'	03°06'00"	39.70'	19.86'
C31	150.00'	21°24'21"	96.04'	28.35'
C32	350.00'	35°28'09"	219.82'	113.57'
C33	150.00'	32°58'07"	86.36'	44.41'
C34	200.00'	27°48'25"	97.06'	49.51'
C35	950.00'	17°27'41"	167.62'	84.46'
C36	450.00'	10°30'00"	85.47'	41.39'
C37	2053.68'	05°42'37"	204.68'	102.42'
C38	2058.73'	05°49'04"	208.44'	104.31'



DETAIL "B"



LEGEND



SPECIFIC PLAN (SP 342)

ASSESSOR'S PARCEL NUMBERS

425-100-002, 425-120-002, 425-120-005,
425-120-009 thru 011, 425-140-001 & 002,
425-140-006 & 007, 425-140-009 thru
012, 425-150-001 thru 007, 425-170-001
thru 005, 425-170-011 thru 022, 425-170-031,
425-170-033, 425-170-035, 425-180-001 & 002,
425-190-001 & 002, 425-190-009, 425-190-012,
425-190-016, 425-230-004 thru 014,
425-230-017 & 018, 425-230-020 & 021,
425-240-001 thru 005, 425-240-010,
425-240-012 thru 013, 425-240-015
thru 017, 425-250-012, 425-250-017
& 018, 425-260-002 thru 005, 425-020-009,
425-020-013, 425-030-002 thru 007,
425-030-009 thru 013, 425-030-017 & 018,
425-040-001 thru 004, 425-040-007,
425-050-001 thru 004, 425-050-009,
425-071-001 thru 003, 425-081-001 &
002, 425-082-002 & 003, 425-150-001,
425-150-004, 425-150-003, 425-160-007,
425-160-019, 425-160-021 & 022, 425-160-024
thru 030, 425-160-054 & 055, 425-200-015 thru
018, 425-200-022 thru 032, 425-200-034
thru 036, 425-200-052 & 053, 425-350-009,
425-390-001 & 002, 425-400-015.

CHANGE OF OFFICIAL ZONING PLAN
AMENDING

MAP NO. 2, ORDINANCE NO. 348

HEMET-SAN JACINTO AND PERRIS RESERVOIR DISTRICTS

CHANGE OF ZONE CASE NO. 7055

ADOPTED BY ORDINANCE NO. 348.4679

ADOPTION DATE: MARCH 23, 2010

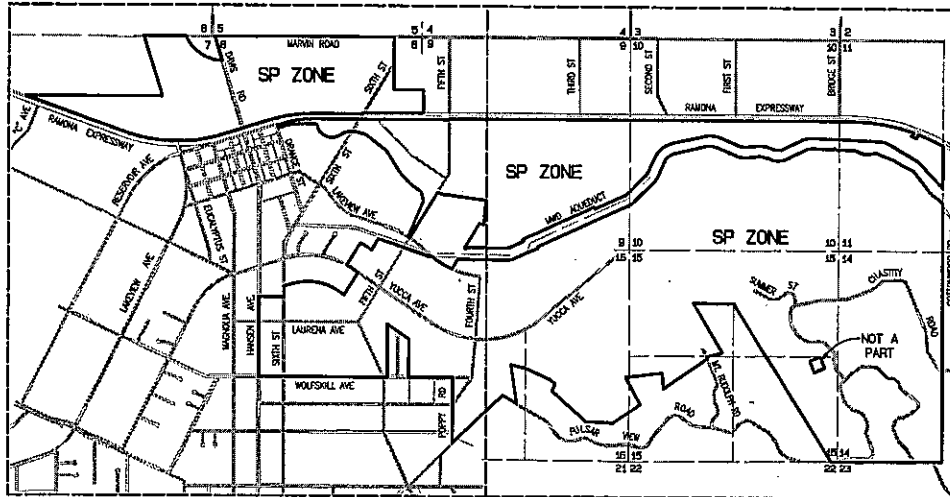
RIVERSIDE COUNTY BOARD OF SUPERVISORS

DRAWN BY: [Name], DATE: [Date]

LAKEVIEW, SHEET 1 OF 4
 NUEVO, HOMELAND, JUNIPER FLATS AND NORTH PERRIS ZONING AREAS
 SECTIONS 7, 8, 9, 10, 11, 14, 15, 16 & 17, T.4S., R.2W.
 RANCHO SAN JACINTO NUEVO

SHEET 2

SHEET 3



INDEX MAP

SCALE: 1"=2000'

LEGEND

ASSESSOR'S PARCEL NUMBERS

425-100-002, 425-120-002, 425-120-005,
 425-120-009 thru 011, 425-140-001 & 002,
 425-140-006 & 007, 425-140-009 thru
 012, 425-160-001 thru 007, 425-170-001
 thru 005, 425-170-011 thru 022, 425-170-031,
 425-170-033, 425-170-035, 425-180-001 & 002,
 425-190-001 & 002, 425-190-009, 425-190-012,
 425-190-016, 425-230-004 thru 014,
 425-230-017 & 018, 425-230-020 & 021,
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 & 018, 425-260-002 thru 005, 425-020-009,
 426-020-013, 426-030-002 thru 007,
 426-030-009 thru 013, 426-030-017 & 018,
 426-040-001 thru 004, 426-040-007,
 426-050-001 thru 004, 426-050-009,
 426-071-001 thru 003, 426-081-001 &
 002, 426-082-002 & 003, 426-150-001,
 426-150-004, 426-150-003, 426-150-007,
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 thru 036, 426-200-052 & 053, 426-350-009,
 426-390-001 & 002, 426-400-015.

SP ZONE

SPECIFIC PLAN (SP 342)

MAP NO. 2.2321
 MAP NO. 17.102
 MAP NO. 55.038

CHANGE OF OFFICIAL ZONING PLAN
 AMENDING

MAP NO. 2, ORDINANCE NO. 348

HEMET-SAN JACINTO AND PERRIS RESERVOIR DISTRICTS

CHANGE OF ZONE CASE NO. 7055

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RIVERSIDE COUNTY BOARD OF SUPERVISORS

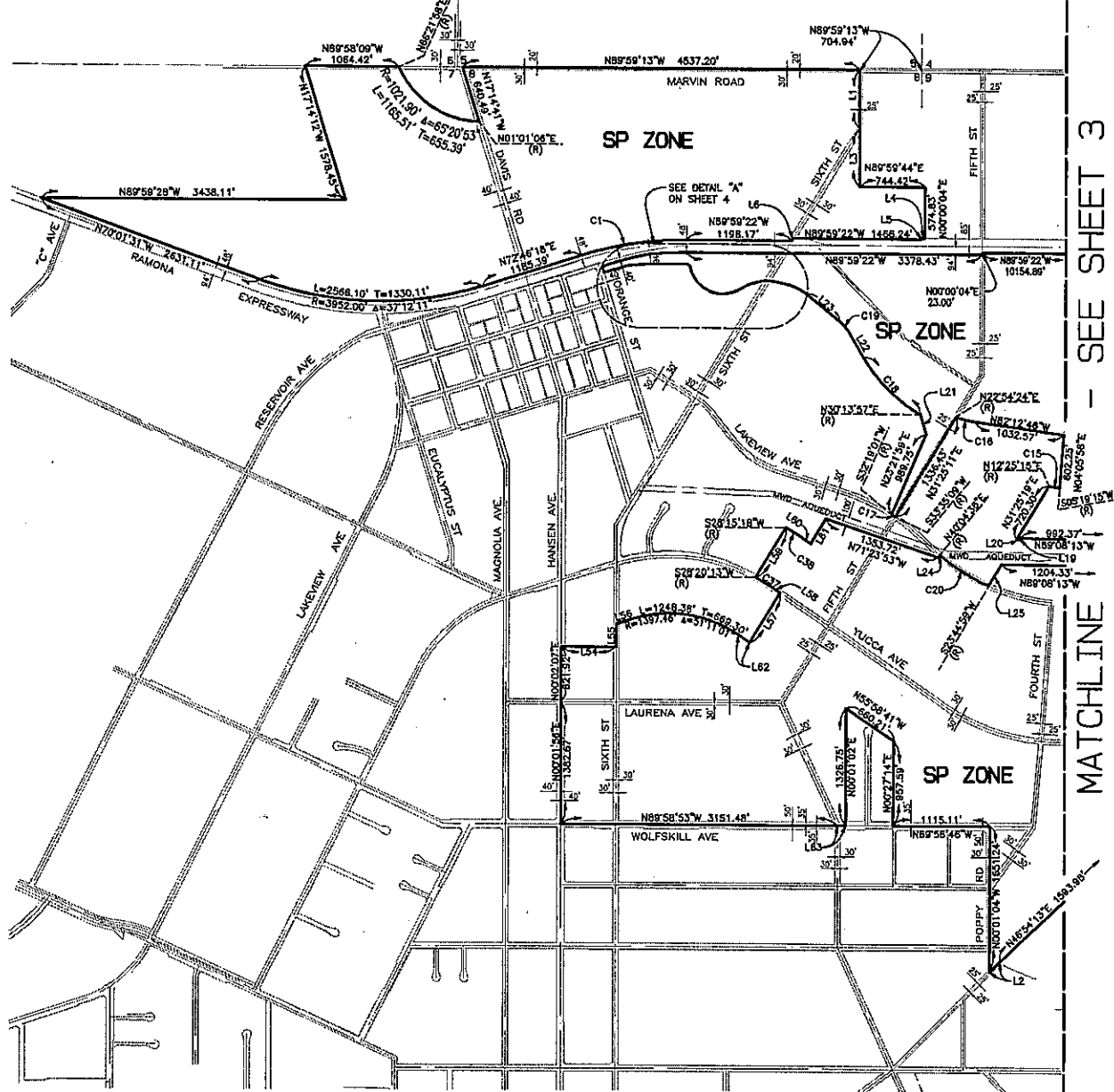


SCALE IN FEET
 0 2000

SHEET 2 OF 4

LAKEVIEW, NUEVO, HOMELAND, JUNIPER FLATS AND NORTH PERRIS ZONING AREAS

SECTIONS 7, 8, 9, 10, 11, 14, 15, 16 & 17, T.4S., R.2W.
RANCHO SAN JACINTO NUEVO



MATCHLINE - SEE SHEET 3

LEGEND

ASSESSOR'S PARCEL NUMBERS

- 425-100-002, 425-120-002, 425-120-005,
- 425-120-009 thru 011, 425-140-001 & 002
- 425-140-006 & 007, 425-140-009 thru
- 012, 425-160-001 thru 007, 425-170-001
- thru 005, 425-170-011 thru 022, 425-170-031,
- 425-170-033, 425-170-035, 425-180-001 & 002,
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- & 018, 425-260-002 thru 005, 425-020-003,
- 425-030-013, 425-030-002 thru 007,
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- 002, 425-082-002 & 003, 425-150-001,
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SP ZONE

SPECIFIC PLAN (SP 342)

- MAP NO. 2.2321
- MAP NO. 17.102
- MAP NO. 55.038

CHANGE OF OFFICIAL ZONING PLAN AMENDING

MAP NO. 2, ORDINANCE NO. 348

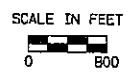
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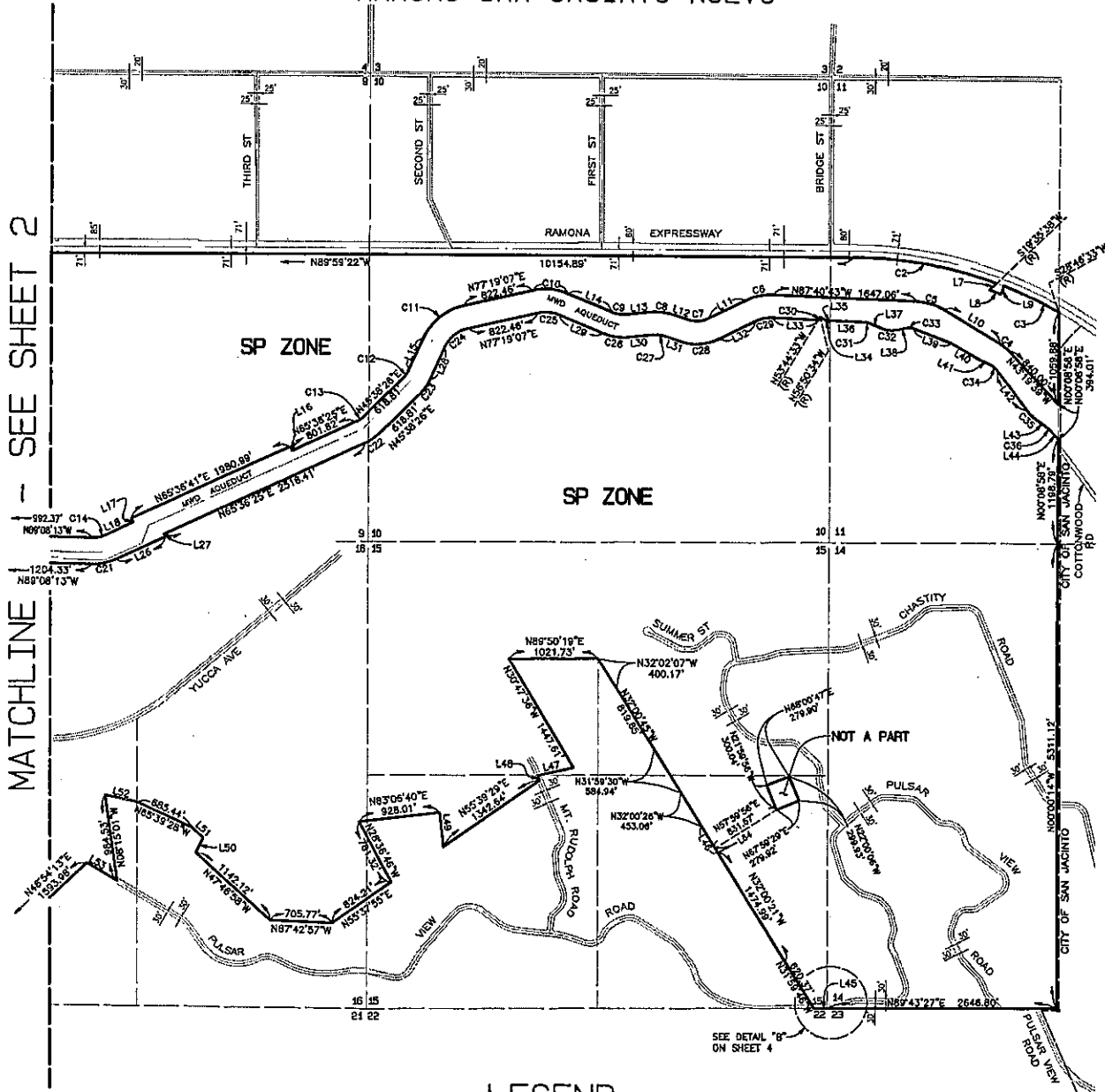
RIVERSIDE COUNTY BOARD OF SUPERVISORS



DESIGNED AND DRAWN BY JENNIFER CHANCE, ZONE ENGINEER

LAKEVIEW,
NUEVO, HOMELAND, JUNIPER FLATS AND NORTH PERRIS ZONING AREAS
 SECTIONS 7, 8, 9, 10, 11, 14, 15, 16 & 17, T.4S., R.2W.
RANCHO SAN JACINTO NUEVO

MATCHLINE - SEE SHEET 2



LEGEND

- ASSESSOR'S PARCEL NUMBERS**
- 425-100-002, 425-120-002, 425-120-003,
 - 425-120-009 thru 011, 425-140-001 & 002,
 - 425-140-006 & 007, 425-140-009 thru
 - 012, 425-160-001 thru 007, 425-170-001
 - thru 005, 425-170-011 thru 022, 425-170-031,
 - 425-170-033, 425-170-035, 425-180-001 & 002,
 - 425-190-001 & 002, 425-190-003, 425-190-012,
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 - 425-240-012 thru 013, 425-240-015
 - thru 017, 425-250-012, 425-250-017
 - & 018, 425-250-002 thru 005, 425-020-009,
 - 425-020-013, 425-030-002 thru 007,
 - 425-030-009 thru 013, 425-030-017 & 018,
 - 425-040-001 thru 004, 425-040-007,
 - 425-050-001 thru 004, 425-050-009,
 - 425-074-001 thru 003, 425-081-001 &
 - 002, 425-082-002 & 003, 425-150-001,
 - 425-150-004, 425-150-003, 425-150-007,
 - 425-150-013, 425-150-021 & 022, 425-150-024
 - thru 030, 425-150-054 & 055, 425-200-016 thru
 - 018, 425-200-022 thru 032, 425-200-034
 - thru 036, 425-200-052 & 053, 425-350-009,
 - 425-390-001 & 002, 425-400-015.

SP ZONE

 SPECIFIC PLAN (SP 342)

MAP NO. 2.2321
 MAP NO. 17.102
 MAP NO. 55.038

**CHANGE OF OFFICIAL ZONING PLAN
 AMENDING**

MAP NO. 2, ORDINANCE NO. 348

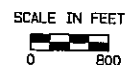
HEMET-SAN JACINTO AND PERRIS RESERVOIR DISTRICTS

CHANGE OF ZONE CASE NO. 7055

ADOPTED BY ORDINANCE NO. 348.4679

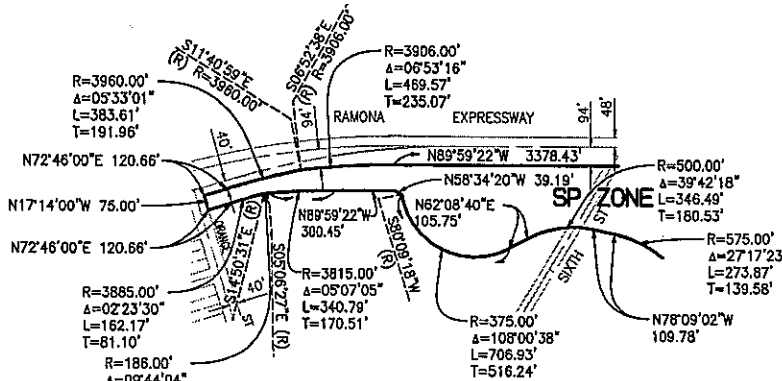
ADOPTION DATE: MARCH 23, 2010

RIVERSIDE COUNTY BOARD OF SUPERVISORS



DRAWN BY: [Name] CHECKED BY: [Name] DATE: [Date]

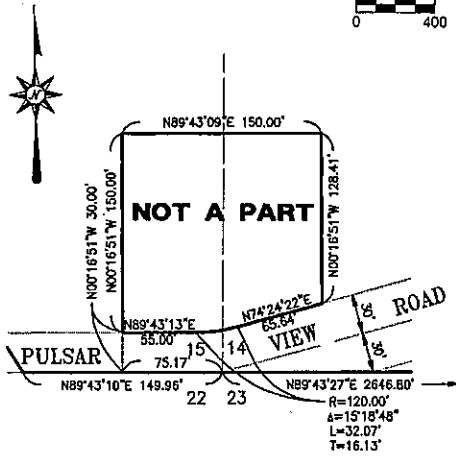
LAKEVIEW,
NUEVO, HOMELAND, JUNIPER FLATS AND NORTH PERRIS ZONING AREAS
SECTIONS 7, 8, 9, 10, 11, 14, 15, 16 & 17, T.4S., R.2W.
RANCHO SAN JACINTO NUEVO



DETAIL "A"

1" = 400'

SCALE IN FEET



DETAIL "B"

1" = 60'

SCALE IN FEET



LINE DATA TABLE

LINE	BEARING	DISTANCE
L1	N00°00'47"E	650.05'
L2	S45°01'17"W	158.03'
L3	N00°03'23"E	660.26'
L4	N89°59'52"W	40.55'
L5	N00°00'38"E	14.00'
L6	N91°24'35"E	25.05'
L7	N46°28'01"E	110.15'
L8	N69°21'35"W	137.82'
L9	N20°38'24"E	100.00'
L10	N59°15'11"W	762.02'
L11	N63°48'11"E	485.24'
L12	N71°08'38"W	150.93'
L13	N64°18'01"E	275.81'
L14	N67°40'25"W	551.21'
L15	N24°19'03"E	399.13'
L16	N64°53'33"W	49.85'
L17	N24°55'00"W	50.00'
L18	N69°36'25"E	355.77'
L19	N31°25'16"E	23.23'
L20	N89°09'13"W	34.84'
L21	N16°06'28"W	234.87'
L22	N30°52'54"W	333.03'
L23	N50°51'39"W	488.72'
L24	N31°25'04"E	35.60'
L25	N31°25'19"E	296.97'
L26	N65°36'25"E	151.15'
L27	N24°23'35"W	35.00'
L28	N64°19'03"E	399.13'
L29	N67°40'25"W	551.21'
L30	N64°18'01"E	275.81'
L31	N71°08'38"W	150.93'
L32	N63°48'11"E	485.24'
L33	N87°40'43"W	530.42'
L34	N69°47'19"W	114.76'
L35	N31°42'31"E	25.00'
L36	N67°40'43"W	399.70'
L37	N66°16'22"W	124.85'
L38	N77°44'29"E	93.91'
L39	N69°16'24"W	454.27'
L40	N60°20'42"W	378.08'
L41	N64°50'53"W	141.47'
L42	N37°02'28"W	570.79'
L43	N54°30'09"W	127.38'
L44	N44°00'09"W	111.33'
L45	N85°43'10"E	149.96'
L46	N32°00'04"W	341.93'
L47	N77°07'31"E	417.54'
L48	N22°45'54"W	59.38'
L49	N07°02'23"W	392.67'
L50	N24°56'45"E	188.50'
L51	N47°46'58"W	179.97'
L52	N77°59'45"W	373.81'
L53	N59°46'51"W	404.59'
L54	N89°58'55"W	630.65'
L55	N00°02'37"E	264.93'
L56	N72°49'19"E	200.41'
L57	N31°23'19"E	662.09'
L58	N68°57'10"W	125.51'
L59	N31°28'03"E	659.62'
L60	N45°56'38"W	121.54'
L61	N31°26'59"E	331.59'
L62	S65°59'40"E	155.85'
L63	N89°58'45"W	90.43'
L64	N32°00'04"W	57.05'

CURVE DATA TABLE

CURVE	RADIUS	DELTA	LENGTH	TANGENT
C1	4048.00'	17°14'20"	1217.95'	613.61'
C2	4929.00'	19°35'00"	1684.70'	850.65'
C3	4929.00'	08°08'09"	699.90'	350.54'
C4	440.00'	15°53'32"	122.30'	61.55'
C5	665.00'	28°25'32"	329.92'	168.43'
C6	665.00'	28°31'06"	331.00'	169.00'
C7	335.00'	45°03'11"	263.42'	138.94'
C8	665.00'	24°33'21"	205.01'	144.72'
C9	335.00'	28°01'34"	163.85'	83.61'
C10	665.00'	35°00'28"	406.32'	209.72'
C11	665.00'	53°00'04"	615.15'	331.56'
C12	335.00'	21°19'22"	124.67'	63.07'
C13	335.00'	19°57'59"	115.74'	58.97'
C14	335.00'	23°16'22"	147.57'	75.05'
C15	1006.84'	07°06'00"	124.76'	62.45'
C16	840.00'	15°07'10"	221.66'	111.48'
C17	2282.01'	01°16'08"	50.10'	25.05'
C18	1831.00'	28°53'09"	923.10'	471.58'
C19	450.00'	19°58'45"	155.92'	79.26'
C20	2322.01'	16°19'37"	661.68'	333.10'
C21	635.00'	25°16'22"	279.91'	142.27'
C22	500.00'	19°57'59"	209.99'	105.62'
C23	500.00'	21°19'22"	223.29'	112.95'
C24	400.00'	53°00'04"	370.02'	199.44'
C25	400.00'	35°00'28"	244.40'	126.15'
C26	500.00'	28°01'34"	293.49'	149.74'
C27	400.00'	24°33'21"	171.43'	87.05'
C28	500.00'	45°03'11"	471.79'	248.85'
C29	400.00'	28°31'06"	199.10'	101.66'
C30	733.78'	03°06'00"	39.70'	19.86'
C31	150.00'	21°24'21"	56.04'	28.35'
C32	350.00'	35°59'09"	219.82'	113.67'
C33	150.00'	32°58'07"	85.36'	44.41'
C34	200.00'	27°48'25"	97.06'	49.51'
C35	250.00'	17°27'41"	157.62'	84.48'
C36	450.00'	10°39'00"	82.47'	41.39'
C37	2053.68'	05°42'37"	204.68'	102.42'
C38	2059.73'	05°46'04"	208.44'	104.31'

LEGEND

SP ZONE

SPECIFIC PLAN (SP 342)

ASSESSOR'S PARCEL NUMBERS

425-100-002, 425-120-002, 425-120-005,
 425-120-009 thru 011, 425-140-001 & 002,
 425-140-006 & 007, 425-140-009 thru
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 thru 005, 425-170-011 thru 022, 425-170-031,
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 & 018, 425-260-002 thru 005, 425-020-009,
 425-020-013, 425-030-002 thru 007,
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 425-040-001 thru 004, 425-040-007,
 425-050-001 thru 004, 425-050-009,
 425-071-001 thru 003, 425-081-001 &
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 425-150-004, 425-150-003, 425-150-007,
 425-150-019, 425-150-021 & 022, 425-160-024
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**CHANGE OF OFFICIAL ZONING PLAN
 AMENDING**

MAP NO. 2, ORDINANCE NO. 348

HEMET-SAN JACINTO AND PERRIS RESERVOIR DISTRICTS

CHANGE OF ZONE CASE NO. 7055

ADOPTED BY ORDINANCE NO. 348.4679

ADOPTION DATE: MARCH 23, 2010

RIVERSIDE COUNTY BOARD OF SUPERVISORS

DRAWN BY: JACINTO, DATE: 1/20/10, CHECKED BY: JACINTO, DATE: 1/20/10

2
3 **RESOLUTION NO. 2010-89**
4 **AMENDING THE RIVERSIDE COUNTY**
5 **GENERAL PLAN**
6 **(First Cycle General Plan Amendments for 2010)**

7 **WHEREAS**, pursuant to the provisions of Government Code Sections 65090 and 65350 et seq.,
8 notice was given and public hearings were held before the Riverside County Board of Supervisors in
9 Riverside, California on December 15, 2009, the public hearing was closed on December 15, 2009, the
10 decision and deliberation were deferred to January 26, 2010, then deferred once more to February 23,
11 2010; and a public hearing was held before the Riverside County Planning Commission in Riverside,
12 California on September 16, 2009, October 21, 2009, November 4, 2009, November 18, 2009, and
13 December 2, 2009 to consider proposed amendments to the Land Use and Circulation Elements of the
14 Lakeview / Nuevo Area Plan of the Riverside County General Plan; and,

15 **WHEREAS**, all provisions of the California Environmental Quality Act ("CEQA") and Riverside
16 County CEQA implementing procedures have been satisfied; and,

17 **WHEREAS**, the proposed general plan amendments were discussed fully with testimony and
18 documentation presented by the public and affected government agencies; and

19 **WHEREAS**, the proposed general plan amendments are hereby declared to be severable and if
20 any proposed amendment is adjudged unconstitutional or otherwise invalid, the remaining proposed
21 amendments shall not be affected thereby; now, therefore,

22 **NOW, THEREFORE, BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED** by
23 the Board of Supervisors of the County of Riverside, in regular session assembled on March 23, 2010,
24 that:

25 **A. General Plan Amendment No. 720 (GPA00720)** is a proposal to amend the Land Use
26 Element by amending the Lakeview/Nuevo Area Plan Land Use Map designation for the project site.
27 General Plan Amendment No. 720 is comprised of several components. The first component of General
28 Plan Amendment No. 720 is a Technical Amendment to rectify errors related to mapping as part of the
2003 County General Plan process with respect to areas in the Lakeview Mountains, and the remainder of

BY: [Signature] DATE: 3/23/10
JYN: NORTH

1 the project site. The corrected map is attached hereto as EXHIBIT A and incorporated herein by
2 reference. The second component of General Plan Amendment No. 720 is an Entitlement/Policy
3 Amendment, which would allow the development of the Specific Plan as described below in more detail.
4 The third component is a Foundation Component Amendment to change underlying designations
5 generally within the Rural Community Foundation to the Community Development Foundation. The
6 fourth component of General Plan Amendment No. 720 is an Agricultural Foundation Component
7 Amendment utilizing the County's 7% conversion allowed under the Administration Element of the
8 General Plan (Chapter 10).

9 Specifically, General Plan Amendment No. 720 would amend the Land Use Map designation from
10 Agriculture (10 acre minimum lot size) within the Agriculture Foundation Component; Commercial
11 Retail (0.20 to 0.35 Floor Area Ratio), Low Density Residential (1/2 acre minimum lot size), Light
12 Industrial (0.25 to 0.60 Floor Area Ratio), Very Low Density Residential (1 acre minimum lot size)
13 within the Community Development Foundation Component; Agriculture with a Community
14 Development Overlay (10 acre minimum lot size), Rural Residential with a Community Development
15 Overlay (5 acre minimum lot size); Low Density Residential (1/2 acre minimum lot size) and Very Low
16 Density Residential (1 acre minimum lot size) within the Rural Community Foundation Component;
17 Rural Residential (5 acre minimum lot size) and Rural Mountainous (10 acre minimum lot size) within
18 the Rural Foundation Component; Conservation and Conservation Habitat within the Open Space
19 Foundation Component to Specific Plan No. 342 – The Villages of Lakeview on approximately 2,786
20 acres generally located south of Marvin Road, east of the San Jacinto River, west of the City limits of the
21 City of San Jacinto, and north of the San Jacinto Mountains in the Lakeview Zoning Area, Nuevo Zoning
22 Area, Juniper Flats Zoning Area, Homeland Zoning Area, North Perris Zoning Area, the Hemet-San
23 Jacinto Zoning District and the Perris Reservoir Zoning District of the Fifth Supervisorial District, as
24 shown on EXHIBIT B, attached hereto and incorporated herein by reference.

25 General Plan Amendment No. 720 also proposes to amend Figure 4 of the Lakeview/Nuevo Plan
26 to show the boundary of Specific Plan No. 342 – The Villages of Lakeview and to amend Table 3 of the
27 Lakeview/Nuevo Area Plan to list Specific Plan No. 342 – The Villages of Lakeview. This amendment is
28 associated with General Plan Amendment No. 721, Specific Plan No. 342 (SP 342) and Change of Zone

1 No. 7055 (CZ 7055), which are considered concurrently with this amendment at the public hearings
2 before the Planning Commission and the Board of Supervisors. Resolution No. 2010-88 Certifying
3 Environmental Impact Report No. 471 and Adopting Specific Plan No. 342, a copy of which is attached
4 hereto and incorporated herein by reference, was adopted by the Board of Supervisors on March 23, 2010.
5 Specific Plan No. 342 proposes a land use plan, development standards, design and landscaping
6 guidelines and designation of seven villages plus one conservation area on the proposed amendment site
7 ("the project site") that generally includes 11,150 residential dwelling units, 288 acres of mixed use, 1,248
8 acres of open space, and 147 acres of road right of way. Change of Zone Case No. 7055 proposes to
9 change the existing zoning classifications of A-1-10 (Light Agriculture with a 10-acre minimum lot size),
10 A-2-10 (Heavy Agriculture with a 10-acre minimum lot size), A-P (Light Agriculture with Poultry), C-R
11 (Commercial Retail), M-SC (Manufacturing -- Service Commercial), R-A (Residential Agriculture), R-A-
12 2 ½ (Residential Agriculture with 2 ½ acre minimum lot size), R-A-1 (Residential Agricultural with a 1-
13 acre minimum lot size), R-A-10 (Residential Agricultural with a 10-acre minimum lot size), R-R (Rural
14 Residential), and N-A-640 (Natural Assets with a 640-acre minimum lot size) to SP (Specific Plan). The
15 SP zoning classification would establish those development standards required to implement Specific
16 Plan No. 342.

17 **BE IT FURTHER RESOLVED** by the Board of Supervisors, based on the evidence presented
18 on this matter, both written and oral, including Environmental Impact Report No. 471, that:

- 19 1. The site is located in the Lakeview/Nuevo Area Plan (LNAP).
- 20 2. The Lakeview/Nuevo Area Plan Land Use Map determines the extent, intensity, and
21 locations of land uses within the LNAP.
- 22 3. The site currently has the following land use designations on the subject site within the
23 Community Development Foundation Component: Commercial Retail (0.20 to 0.35 Floor
24 Area Ratio), Low Density Residential (1/2 acre minimum lot size), Light Industrial (0.25 to
25 0.60 Floor Area Ratio), and Very Low Density Residential (1 acre minimum lot size).
- 26 4. The site currently has the following land use designations on the subject site that are within
27 a Community Development Overlay: Agriculture with a Community Development Overlay
28

1 (10 acre minimum lot size), and Rural Residential with a Community Development
2 Overlay (5 acre minimum lot size).

3 5. The site currently has the following land use designations on the subject site within the
4 Rural Community Foundation Component: Low Density Residential (1/2 acre minimum lot
5 size), and Very Low Density Residential (1 acre minimum lot size).

6 6. The site currently has the following land use designations on the subject site within the
7 Rural Foundation Component: Rural Residential (5 acre minimum lot size) and Rural
8 Mountainous (10 acre minimum lot size).

9 7. The site currently has the following land use designation on the subject site within the
10 Agriculture Foundation Component: Agriculture (10 acre minimum lot size).

11 8. The site currently has the following land use designations on the subject within the Open
12 Space Foundation Component: Conservation and Conservation Habitat.

13 9. The proposed amendment would change the LNAP land use designation on the site from
14 Agriculture (10 acre minimum lot size) within the Agriculture Foundation Component;
15 Commercial Retail (0.20 to 0.35 Floor Area Ratio), Low Density Residential (1/2 acre
16 minimum lot size), Light Industrial (0.25 to 0.60 Floor Area Ratio), Very Low Density
17 Residential (1 acre minimum lot size) within the Community Development Foundation
18 Component; Agriculture with a Community Development Overlay (10 acre minimum lot
19 size), Rural Residential with a Community Development Overlay (5 acre minimum lot
20 size); Low Density Residential (1/2 acre minimum lot size) and Very Low Density
21 Residential (1 acre minimum lot size) within the Rural Community Foundation
22 Component; Rural Residential (5 acre minimum lot size) and Rural Mountainous (10 acre
23 minimum lot size) within the Rural Foundation Component; Conservation Habitat and
24 Conservation within the Open Space Foundation Component to Specific Plan No. 342 –
25 The Villages of Lakeview, which is designated as a Community Development specific
26 plan.

27 10. The site is bordered on the north by properties designated as Open Space – Conservation
28 (OC-C), Public Facilities (PF), Agriculture (AG), on the east by those properties within the

1 City of San Jacinto, on the south by those properties zoned Rural Residential (RR), Open
2 Space – Conservation Habitat (OS-CH), Rural Mountainous (RM), Rural Community –
3 Very Low Density Residential (RC-VLDR), Very Low Density Residential (VLDR), Rural
4 Community – Low Density Residential (RC – LDR), Light Industrial (LI), Commercial
5 Retail (CR), Medium Density Residential (MDR), Open Space – Water (OS – W), OS –
6 CH, and OS – C.

- 7 11. The site is zoned A-1-10 (Light Agriculture with a 10-acre minimum lot size), A-2-10
8 (Heavy Agriculture with a 10-acre minimum lot size), A-P (Light Agriculture with
9 Poultry), C-R (Commercial Retail), M-SC (Manufacturing – Service Commercial), R-A-1
10 (Residential Agricultural with a 1-acre minimum lot size), R-A (Residential Agriculture),
11 R-A-2 ½ (Residential Agriculture with 2 ½ acre minimum lot size), R-A-10 (Residential
12 Agricultural with a 10-acre minimum lot size), R-R (Rural Residential), and N-A-640
13 (Natural Assets with a 640-acre minimum lot size).
- 14 12. The associated Change of Zone No. 7055 proposes to change the zoning on the site to SP
15 (Specific Plan Zone).
- 16 13. The site is bordered on the north by A-1-10 (Light Agriculture, 10 acre minimum lot size),
17 A-2-20 (Heavy Agriculture, 20 acre minimum lot size), CR (Rural Commercial), to the east
18 by properties within the City of San Jacinto, to the south by properties zoned R-A-2 ½
19 (Residential – Agricultural 2 ½ acre minimum lot size), R-A-10 (Residential – Agricultural,
20 10 acre minimum lot size), R-A-1 (Residential – Agricultural, 1 acre minimum lot size), R-
21 A (Residential – Agricultural), R-1 (One Family Dwellings), and to the west by CPS
22 (Scenic Highway Commercial), and SP Zone.
- 23 14. The 2,786-acre site currently is being used as agricultural lands and open space lands.
- 24 15. Surrounding land uses, starting from the area north of the site, include open space, dairy
25 lands, mountains, rural residential homes, the Nutrilite facility, and the San Jacinto River.
- 26 16. The following findings support the Technical Amendment:
 - 27 a) The proposed technical amendment would not change any policy direction or intent
28 of the General Plan.

1 b) A land use designation was based on inaccurate or misleading information and
2 should therefore be changed to properly reflect the policy intent of the General Plan. The
3 proposed amendment does not involve a change in the Riverside County Vision, or any
4 General Plan Principle of the General Plan. In particular, the land use designations
5 following the base of the Lakeview Mountains are more accurately reflected by this
6 General Plan Amendment.

7 17. The following findings support the Entitlement/Policy Amendment:

8 a) The proposed change does not involve a change in or conflict with 1) the Riverside
9 County Vision, 2) any General Plan Principle, and 3) any Foundation Component
10 designation in the General Plan. Although General Plan Amendment No. 720 includes a
11 Foundation Component change, the Riverside County Board of Supervisors made
12 extraordinary findings in order to allow the proposal to be processed, as set forth below.

13 b) The proposed amendment would either contribute to the achievement of the
14 purposes of the General Plan, or, at a minimum, would not be detrimental to them.
15 Specific Plan No. 342 (SP 342) - The Villages of Lakeview is contributing to the
16 achievement of the purposes of the General Plan with regards to the expansion and
17 construction of the Ramona Expressway and the dedication of approximately 895 acres to
18 the Riverside County Multi-Species Habitat Conservation Plan ("MSHCP").

19 c) Special circumstances or conditions have emerged that were unanticipated in
20 preparing the General Plan.

21 18. The following findings support the Foundation Amendment:

22 a) The foundation change is based on ample evidence that new conditions or
23 circumstances disclosed during the review process justify modifying the General Plan, that
24 the modifications do not conflict with the overall Riverside County Vision, and that they
25 would not create an internal inconsistency among the elements of the General Plan.

26 b) A condition exists or an event has occurred that is unusually compelling and can
27 only be rectified by making changes in the current Riverside County Vision, Principles, or
28 Policies. This condition is the opportunity that is presented by having 2,786 acres under

1 the control of one entity that wants to pursue a comprehensive master plan to address not
2 only the land uses, but the infrastructure and open space needs as well and which in doing
3 so will assist the County in compliance with the MSHCP and furthering the objectives of
4 the General Plan

5 c) A component change is necessary to facilitate implementation of open space or
6 transportation corridor designations arising from the MSHCP and Community
7 Environmental Transportation Acceptability Program (CETAP) programs that are
8 contained in this General Plan, and that could not be accomplished by a lesser change in the
9 General Plan. The CETAP corridor will benefit from General Plan Amendment No. 720 in
10 the following ways:

11 i) Nuevo Development Corporation (the applicant) intends to implement the
12 RCIP General Plan by widening a segment of Ramona Expressway that is adjacent
13 to the site. The Riverside County Transportation Commission ("RCTC") and the
14 CETAP corridor will benefit because the Ramona Expressway widening will be
15 designed, through a coordinated planning effort, to be compatible with and
16 integrated into the ultimate configuration of the CETAP corridor, if possible.

17 ii) Many of the parcels in the project site were previously identified by RCTC
18 as being necessary to as construct the CETAP corridor. Absent Nuevo
19 Development Corporation's property assemblage efforts, RCTC would have had to
20 initiate lengthy negotiations with each individual landowner to acquire the
21 appropriate rights-of-way. The need for RCTC to engage in negotiations with
22 individual landowners has been eliminated with respect to this segment of the
23 CETAP corridor. As the entire 4.5-mile segment has been brought under the
24 control of one entity, the discussions regarding rights-of way acquisition can be
25 conducted with one entity. Therefore, the prospect of having to condemn private
26 property has been avoided.
27
28

1 iii) One of the benefits that will be realized by the above mentioned
2 coordinated planning effort is that the design of off-facility local circulation will be
3 coordinated with the proposed CETAP corridor. Specific Plan No. 342- The
4 Villages of Lakeview is designing its circulation system so that it will align with
5 the proposed CETAP corridor access points. Absent early coordination in designing
6 the off-facility local system, RCTC would have to construct a frontage road to
7 provide access between the local circulation system and the CETAP corridor. The
8 need to construct frontage roads is entirely avoided because the circulation system
9 within the project site has been planned to interact with the CETAP corridor, thus
10 greatly improving the efficiency of the overall circulation system in the area. Thus,
11 approval of a Foundation Component Amendment will allow for the development
12 of the project site, which will not only facilitate, but possibly expedite,
13 accomplishment of transportation corridor designations identified under CETAP,
14 something which would not be possible if the current General Plan Foundation
15 Component and Land Use designations were retained.

16 Additionally, General Plan Amendment No. 720 will facilitate the implementation of the
17 MSHCP by providing for development that is sensible in terms of community design such
18 that land uses may be placed where they are compatible with one another, and areas with
19 important habitat areas (and thus numerous criteria cells) may be conserved as well. The
20 Foundation Component Amendment will contribute most of the Lakeview Mountains to
21 long-term conservation under the MSHCP.

22 19. The following findings support the Agricultural Foundation Amendment:

- 23 a) The proposed amendment contributes to the purposes of the General Plan, or at a
24 minimum, is not detrimental to them.
- 25 b) The General Plan establishes Agricultural Foundation Amendment Cycles in 2 ½
26 year increments. The first cycle began on January 1, 2004 and ended on June 30, 2006.
27 General Plan Amendment No. 720 falls within the third cycle which began on January 1,
28

1 2009 and will end on June 30, 2011. Within each cycle, up to seven percent (7%) of all
2 land designated as Agriculture may be changed to other foundation and land use
3 designations without additional review by the Agricultural Task Force established for this
4 purpose. The General Plan divides the County into three areas subject to the 7% threshold:
5 (1) the area covered by the Palo Verde Valley and Desert Center Area Plans and the
6 Eastern Desert Land Use Plan; (2) the area covered by the Eastern Coachella Valley and
7 Western Coachella Valley Area Plans; and, (3) the area covered by all other Area Plans.
8 The General Plan establishes an Agricultural Task Force for each of these areas. The
9 proposed amendment is located within the "area covered by all other Area Plans." County
10 records indicate that the proposed amendment will not exceed the seven percent (7%)
11 threshold for this cycle within this area and so it does not require additional review by the
12 Agricultural Task Force.

- 13 20. The following potentially significant environmental impacts associated with the proposed
14 amendment and related cases (General Plan Amendment No. 721, Specific Plan No. 342
15 (SP 342) and Change of Zone No. 7055 (CZ 7055)) were identified in Environmental
16 Impact Report No. 471: Aesthetics, Agricultural Resources, Biological Resources, Cultural
17 Resources, Geology, Hazards, Hydrology, Land Use, Noise, Public Services,
18 Traffic/Transportation, and Utilities. These impacts will be avoided or substantially
19 lessened (reduced to a level of insignificance) by the mitigation measures listed in Board of
20 Supervisors' Resolution No. 2010-88 Certifying Environmental Impact Report No. 471 and
21 Adopting Specific Plan No. 342 (a copy of which is attached hereto and incorporated
22 herein by reference in its entirety). Environmental Impact Report No. 471 also addressed
23 potential impacts on Aesthetics (cumulative), Agriculture, Air Quality, Cultural Resources
24 (indirect cumulative), Land Use, Noise, Population, and Traffic/Transportation which will
25 be only partially avoided or lessened by the mitigation measures listed in Resolution No.
26 2010-88. Accordingly, overriding findings were prepared in Resolution No. 2010-88
27 which are incorporated herein by reference.

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **CERTIFIES** Environmental
2 Impact Report No. 471 (“EIR”) and finds that the EIR has been completed in compliance with CEQA and
3 that the EIR was presented to, reviewed, and considered by the Board of Supervisors prior to rendering its
4 decision and that the EIR reflects the independent judgment and analysis of the Board of Supervisors.

5 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **ADOPTS** the findings
6 required by Public Resources Code Section 21081 with respect to each of the significant environmental
7 impacts of the project identified in the EIR, including the Statement of Overriding Considerations which
8 are set forth in Resolution No. 2010-88 and incorporated herein by reference.

9 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **ADOPTS** General Plan
10 Amendment No. 720 (GPA00720) from Agriculture (10 acre minimum lot size) within the Agriculture
11 Foundation Component; Commercial Retail (0.20 to 0.35 Floor Area Ratio), Low Density Residential
12 (1/2 acre minimum lot size), Light Industrial (0.25 to 0.60 Floor Area Ratio), Very Low Density
13 Residential (1 acre minimum lot size) within the Community Development Foundation Component;
14 Agriculture with a Community Development Overlay (10 acre minimum lot size), Rural Residential with
15 a Community Development Overlay (5 acre minimum lot size); Low Density Residential (1/2 acre
16 minimum lot size) and Very Low Density Residential (1 acre minimum lot size) within the Rural
17 Community Foundation Component; Rural Residential (5 acre minimum lot size) and Rural Mountainous
18 (10 acre minimum lot size) within the Rural Foundation Component; Conservation Habitat and
19 Conservation within the Open Space Foundation Component to Specific Plan No. 342 – The Villages of
20 Lakeview as described herein and as shown on EXHIBIT A and EXHIBIT B.

21 **B. General Plan Amendment No. 721 (GPA00721)** is a proposal to amend the LNAP
22 Circulation Element by changing the designations of several roadways as follows: the elimination of 9th
23 Street/Yucca Avenue as a through street through the project easterly; the rerouting of 10th Street/Wolfskill
24 Avenue as a Major Roadway east of Hanson Avenue; the reclassification of Hanson Avenue from a Major
25 Roadway to a Collector Street; Bridge Street, 3rd Street, 5th Street, and 6th Street will be eliminated on the
26 site; and access to the Ramona Expressway will be shifted to Town Center and Park Center Boulevards,
27 as shown on EXHIBIT C which is attached hereto and incorporated herein by reference. In addition,
28 GPA00721 proposes to eliminate all Regional Trails and Community Trails within the site of Specific

1 Plan No. 342, and replace them with Community Trails as designated on the Trails Map, a copy of which
2 is attached hereto as EXHIBIT D and incorporated by reference. General Plan Amendment No. 721 is
3 generally located south of Marvin Road, east of the San Jacinto River, west of the City limits of the City
4 of San Jacinto, and north of the San Jacinto Mountains in the Lakeview Zoning Area, Nuevo Zoning
5 Area, Juniper Flats Zoning Area, Homeland Zoning Area, North Perris Zoning Area, the Hemet-San
6 Jacinto Zoning District and the Perris Reservoir Zoning District of the Fifth Supervisorial District, as
7 shown on EXHIBIT C, which is attached hereto and incorporated by reference. This amendment is
8 associated with General Plan Amendment No. 720, Specific Plan No. 342 (SP 342) and Change of Zone
9 No. 7055 (CZ 7055), which are considered concurrently with this amendment at the public hearings
10 before the Planning Commission and the Board of Supervisors. Resolution No. 2010-88 Certifying
11 Environmental Impact Report No. 471 and Adopting Specific Plan No. 342, a copy of which is attached
12 hereto and incorporated herein by reference, was adopted by the Board of Supervisors on March 23, 2010.
13 Specific Plan No. 342 proposes a land use plan, development standards, design and landscaping
14 guidelines and designation of seven villages and one conservation area on the proposed amendment site
15 (“the project site”) that includes generally includes 11,150 residential dwelling units, 288 acres of mixed
16 use, 1,248 acres of open space, and 147 acres of road right of way. Change of Zone Case No. 7055
17 proposes to change the existing zoning classifications of A-1-10 (Light Agriculture with a 10-acre
18 minimum lot size), A-2-10 (Heavy Agriculture with a 10-acre minimum lot size), A-P (Light Agriculture
19 with Poultry), C-R (Commercial Retail), M-SC (Manufacturing – Service Commercial), R-A-1
20 (Residential Agricultural with a 1-acre minimum lot size), R-A (Residential Agriculture), R-A-2 ½
21 (Residential Agriculture with 2 ½ acre minimum lot size), R-A-10 (Residential Agricultural with a 10-
22 acre minimum lot size), R-R (Rural Residential), and N-A-640 (Natural Assets with a 640-acre minimum
23 lot size) to SP (Specific Plan). The SP zoning classification would establish those development standards
24 required to implement Specific Plan No. 342.

25 **BE IT FURTHER RESOLVED** by the Board of Supervisors, based on the evidence presented
26 on this matter, both written and oral, including Environmental Impact Report No. 471, that:

- 27 1. The site is located in the Lakeview / Nuevo Area Plan (LNAP).
28

- 1 2. The Lakeview/Nuevo Area Plan Circulation Element Map determines the extent, intensity,
2 and locations of General Plan Roadways within the LNAP.
- 3 3. The proposed amendment would change the LNAP Circulation Element Map designations
4 on the site as follows: the elimination of 9th Street/Yucca Avenue as a through street
5 through the project easterly; the rerouting of 10th Street/Wolfskill Avenue as a Major
6 roadway east of Hanson Avenue, the reclassification of Hanson Avenue from a Major
7 Roadway to a Collector Street; and Bridge Street, 3rd Street, 5th Street, and 6th Street will be
8 eliminated on the project site; and access to the Ramona Expressway will be shifted to
9 Town Center and Park Center Boulevards, as shown on EXHIBIT C which is attached
10 hereto and incorporated herein by reference. In addition, GPA00721 also proposes to
11 eliminate all Regional Trails and Community Trails within the site of Specific Plan No.
12 342, and replace them with Community Trails as designated on the Trails Map attached
13 hereto as EXHIBIT D.
- 14 4. The LNAP Land Use Map determines the extent, intensity, and location of land uses within
15 the LNAP.
- 16 5. General Plan Amendment No. 721 is associated with General Plan Amendment No. 720.
17 GPA00720 proposes to change the LNAP land use designation on the site from Agriculture
18 (10 acre minimum lot size) within the Agriculture Foundation Component; Commercial
19 Retail (0.20 to 0.35 Floor Area Ratio), Low Density Residential (1/2 acre minimum lot
20 size), Light Industrial (0.25 to 0.60 Floor Area Ratio), Very Low Density Residential (1
21 acre minimum lot size) within the Community Development Foundation Component;
22 Agriculture with a Community Development Overlay (10 acre minimum lot size), Rural
23 Residential with a Community Development Overlay (5 acre minimum lot size); Low
24 Density Residential (1/2 acre minimum lot size) and Very Low Density Residential (1 acre
25 minimum lot size) within the Rural Community Foundation Component; Rural Residential
26 (5 acre minimum lot size) and Rural Mountainous (10 acre minimum lot size) within the
27 Rural Foundation Component; Conservation Habitat and Conservation within the Open
28

1 Space Foundation Component to Specific Plan No. 342 – The Villages of Lakeview, which
2 is designated as a Community Development specific plan.

- 3 6. The site associated with this circulation amendment is bordered on the north by properties
4 designated as Open Space – Conservation (OC-C), Public Facilities (PF), Agriculture
5 (AG), on the east by those properties within the City of San Jacinto, on the south by those
6 properties zoned Rural Residential (RR), Open Space – Conservation Habitat (OS-CH),
7 Rural Mountainous (RM), Rural Community – Very Low Density Residential (RC-VLDR),
8 Very Low Density Residential (VLDR), Rural Community – Low Density Residential (RC
9 – LDR), Light Industrial (LI), Commercial Retail (CR), Medium Density Residential
10 (MDR), Open Space – Water (OS – W), OS – CH, and OS – C.
- 11 7. The site associated with this circulation amendment is currently zoned A-1-10 (Light
12 Agriculture with a 10-acre minimum lot size), A-2-10 (Heavy Agriculture with a 10-acre
13 minimum lot size), A-P (Light Agriculture with Poultry), C-R (Commercial Retail), M-SC
14 (Manufacturing – Service Commercial), R-A-1 (Residential Agricultural with a 1-acre
15 minimum lot size), R-A (Residential Agriculture), R-A-2 ½ (Residential Agriculture with 2
16 ½ acre minimum lot size), R-A-10 (Residential Agricultural with a 10-acre minimum lot
17 size), R-R (Rural Residential), and N-A-640 (Natural Assets with a 640-acre minimum lot
18 size).
- 19 8. The associated Change of Zone No. 7055 proposes to change the zoning on the site to SP
20 (Specific Plan Zone).
- 21 9. The site associated with this circulation amendment is bordered on the north by A-1-10
22 (Light Agriculture, 10 acre minimum lot size), A-2-20 (Heavy Agriculture, 20 acre
23 minimum lot size), CR (Rural Commercial), to the east by properties within the City of San
24 Jacinto, to the south by properties zoned R-A-2 ½ (Residential – Agricultural 2 ½ acre
25 minimum lot size), R-A-10 (Residential – Agricultural, 10 acre minimum lot size), R-A-1
26 (Residential – Agricultural, 1 acre minimum lot size), R-A (Residential – Agricultural), R-1
27 (One Family Dwellings), and to the west by CPS (Scenic Highway Commercial), and SP
28 Zone.

10. The site associated with this circulation amendment is currently being used as agricultural lands and open space lands.
11. Surrounding land uses, starting from the area north of the site, include open space, dairy lands, mountains, rural residential homes, the Nutrilite facility, and the San Jacinto River.
12. General Plan Amendment No. 721 does not involve a change in or conflict with 1) the Riverside County Vision, 2) any General Plan Principle, and 3) any Foundation Component designation in the General Plan.
13. The proposed amendment would either contribute to the achievement of the purposes of the General Plan, or, at a minimum, would not be detrimental to them. The Villages of Lakeview Specific Plan (SP 342) is contributing to the achievement of the purposes of the General Plan with regards to the expansion and construction of the Ramona Expressway and the dedication of approximately 895 acres to the Riverside County Multi-Species Habitat Conservation Plan.
14. Special circumstances or changes have emerged that were unanticipated in preparing the General Plan.
15. The proposed general plan amendment will not be detrimental to public health, safety, and welfare.
16. The proposed amendment is consistent with the policies of the Lakeview/Nuevo Area Plan and with all policies of the Riverside County General Plan, as adopted on October 7, 2003.
17. The following potentially significant environmental impacts associated with the proposed amendment and related cases (General Plan Amendment No. 720, Specific Plan No. 342 (SP 342) and Change of Zone No. 7055 (CZ 7055)) were identified in Environmental Impact Report No. 471: Aesthetics, Agricultural Resources, Biological Resources, Cultural Resources, Geology, Hazards, Hydrology, Land Use, Noise, Public Services, Traffic/Transportation, and Utilities. These impacts will be avoided or substantially lessened (reduced to a level of insignificance) by the mitigation measures listed in Board of Supervisors' Resolution No. 2010-88 Certifying Environmental Impact Report No. 471 and Adopting Specific Plan No. 342 (a copy of which is attached hereto and incorporated

1 herein by reference in its entirety). Environmental Impact Report No. 471 also addressed
2 potential impacts on Aesthetics (cumulative), Agriculture, Air Quality, Cultural Resources
3 (indirect cumulative), Land Use, Noise, Population, and Traffic/Transportation which will
4 be only partially avoided or lessened by the mitigation measures listed in Resolution No.
5 2010-88. Accordingly, overriding findings were prepared in Resolution No. 2010-88
6 which are incorporated herein by reference.

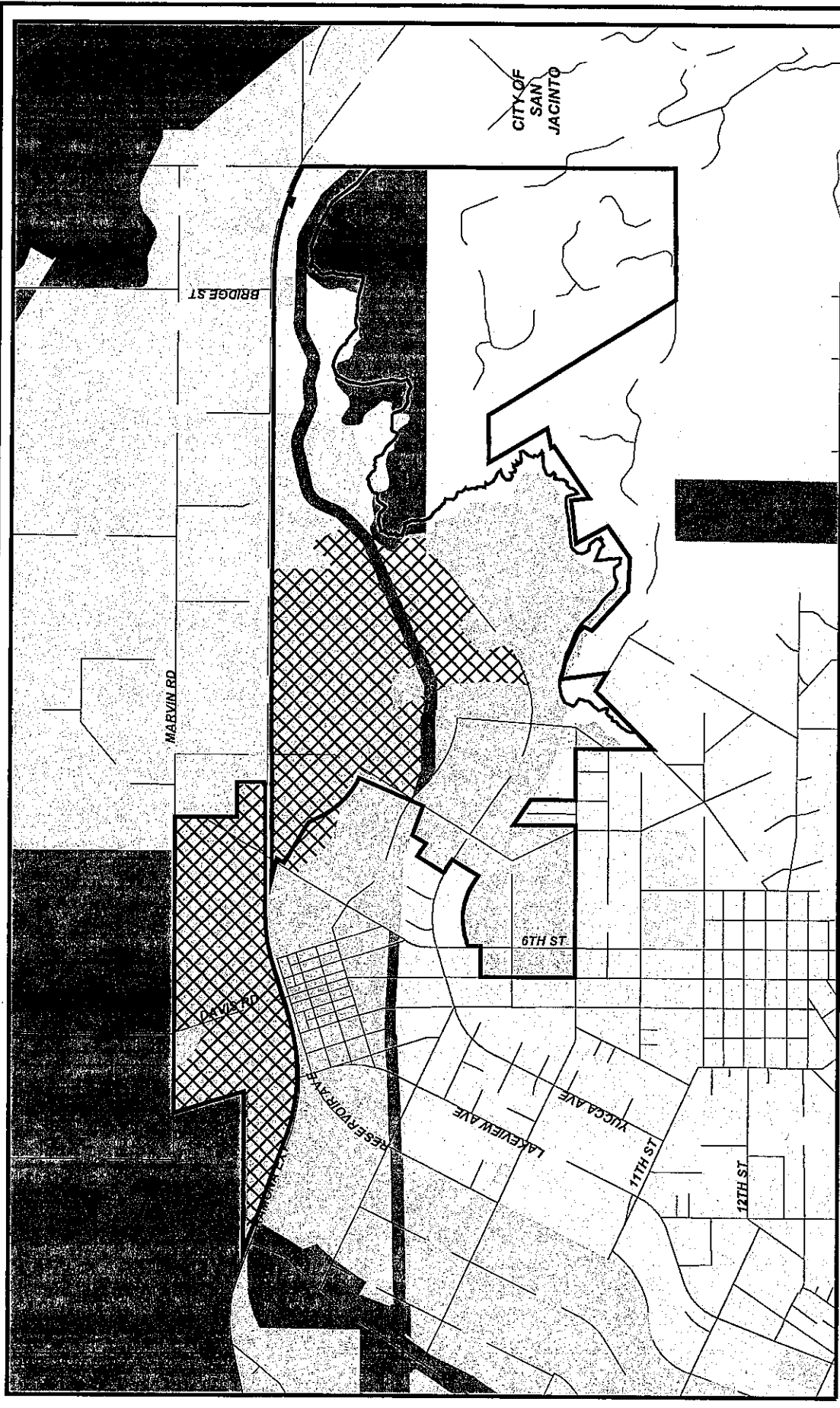
7 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **CERTIFIES** Environmental
8 Impact Report No. 471 ("EIR") and finds that the EIR has been completed in compliance with CEQA and
9 that the EIR was presented to, reviewed, and considered by the Board of Supervisors prior to rendering its
10 decision and that the EIR reflects the independent judgment and analysis of the Board of Supervisors.

11 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **ADOPTS** the findings
12 required by Public Resources Code Section 21081 with respect to each of the significant environmental
13 impacts of the project identified in the EIR, including the Statement of Overriding Considerations which
14 are set forth in Resolution No. 2010-88 and incorporated herein by reference.

15 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **ADOPTS** General Plan
16 Amendment No. 721 amending the LNAP Circulation Element as follows: the elimination of 9th
17 Street/Yucca Avenue as a through street through the project easterly; the rerouting of 10th Street/Wolfskill
18 Avenue as a Major Roadway east of Hanson Avenue, the reclassification of Hanson Avenue from a Major
19 Roadway to a Collector Street; the elimination of Bridge Street, 3rd Street, 5th Street, and 6th Street on the
20 project site; the shifting of access to the Ramona Expressway; and the elimination of all Regional Trails
21 and Community Trails within the project site and replacing them with Community Trails as designated on
22 the Trails Map, as described herein and as shown on *EXHIBIT C* and *EXHIBIT D*.

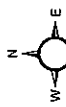
23 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the custodians of the
24 documents upon which this decision is based are the Clerk of the Board of Supervisors and the County
25 Planning Department, and that such documents are located at 4080 Lemon Street, Riverside, California.

26
27 G:\PROPERTY\NORTH\GPA AMENDMENT MATERIALS\BOARD RESOLUTION 2010 FIRST CYCLE FINAL.DOC
28



Source: Riverside County-RCIP

ALBERT A
WEBB
 ASSOCIATES
 ENGINEERING CONSULTANTS



LEGEND					
	PROJECT SITE		RCIP Foundations		Rural
	TOE of SLOPE		Community Development		Agriculture
	Community Development Overlay		Rural Community		Open Space

Figure 1
 Existing RCIP Land Use Designations
 Showing Updated Toe-of-Slope
 The Villages of Lakeview

**The Villages of Lakeview
Environmental Impact Report No. 471**

**MITIGATION MONITORING and
REPORTING PROGRAM**

**Riverside County Planning Department
4080 Lemon Street, 9th Floor,
Riverside, CA 92502**

August 2009

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation measures were incorporated into this project to reduce environmental impacts identified in the project Draft Environmental Impact Report (DEIR). Pursuant to Section 15094 (c), a written monitoring and reporting program has been compiled to verify implementation of adopted mitigation measures. “Monitoring” refers to the ongoing or periodic process of project oversight. “Reporting” refers to written compliance review that will be presented to the responsible parties included in the table below. A report can be required at various stages throughout project implementation or upon completion of the mitigation measure. The following table provides the required information which includes identification of the potential impact, the various mitigation measures, applicable implementation timing, identification of the agencies responsible in implementation, and the monitoring/reporting method for each mitigation measure identified.

The following clarifies the meaning of each column in the following table:

<u>Impact Category:</u>	Identifies potentially affected resource/environmental condition.
<u>Mitigation Measure:</u>	Those measures that will be implemented to minimize possible significant environmental impacts.
<u>Level of Impact:</u>	Level of significance of possible significant environmental impact prior to mitigation measures.
<u>Implementation Timing:</u>	The phase of the project in which implementation and compliance will be monitored.
<u>Responsible Party:</u>	Identifies the entity responsible for monitoring implementation of the mitigation measure.
<u>Monitoring/Reporting Method:</u>	Identifies mechanism by which implementation will be verified.
<u>Impact After Mitigation:</u>	Level of significance of possible significant environmental impact following implementation of mitigation measures.
<u>Comments/Completion Date:</u>	To be noted and dated by the Planning Department upon receipt of verification of each mitigation measure.

The following mitigation measures contain several acronyms that are defined in the Draft EIR, but may not be defined in the following mitigation measures. As used in the mitigation measures, these acronyms are defined as follows:

CDFG = California Department of Fish and Game
MSHCP = Multiple Species Habitat Conservation Plan
NPDES = National Pollutant Discharge Elimination System
CNEL = Community Noise Equivalent Level
EMWD= Eastern Municipal Water District
CC&R= Covenant, Condition and Restriction document
CRMP= Cultural Resources Management Plan

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
AESTHETICS	<p>Regulatory compliance (GP Policies re: Avoid blocking public views with solid walls, 50' setbacks from Ramona, undergrounding lines on Ramona, preserving Lakeview Mtns., LU 13.1,2,5 and OS 21.1,22.1,22.3)</p> <p>MM Aesthetics 1: To mitigate for potential substantial adverse effects upon a scenic highway corridor and to avoid the creation of an aesthetically offensive site open to public view, the water tank(s) to be located within Planning Area 81 in the Lakeview Mountains shall be screened using landscaping and paint colors that blend in with the surrounding hills. A combination of earthen berms and landscaping may be used. The landscape screening plans shall be submitted to Eastern Municipal Water District for approval prior to approval of final construction documents for the tank(s).</p>	Significant impact	Prior to the issuance of building permits	EMWD	Landscape Plans shall be submitted to EMWD for approval	Less than significant with mitigation and regulatory compliance	
	<p>MM Aesthetics 2: To reduce potential significant adverse impacts upon the scenic views from Ramona Expressway (a County Eligible Scenic Highway corridor), landscaping shall be provided adjacent to the Mixed-Use Town Center Village to address foreground views from Ramona Expressway. The extent and nature of the landscaping shall be identified reviewed and approved by the County during the Village Refinement Process for this village The landscaping shall include drought-tolerant, low groundcover and shrubs with mulch or rock to provide an attractive ground plain. Because views of the Lakeview Mountains may be afforded trees shall be grouped in such a way as to allow open areas for intermittent views (i.e., no solid rows of trees).</p>	Significant impact	Prior to Town Center Village Refinement Plan (VRP) approval.	Planning Department Building & Safety Department	VRP submitted to Planning Department for approval.	Less than significant with mitigation and regulatory compliance.	
	<p>Regulatory compliance (GP Policies re: Avoid blocking public views with solid walls) and Design Consideration within the project (30' equestrian trail along southern boundary, Hansen Park, trail access to Lakeview Mountains).</p> <p>MM Aesthetics 3: To reduce potential significant adverse impacts to local scenic resources, the landscaping of the Hansen Avenue area park shall include the preservation of existing mature trees, if possible, and the use of white split rail fences. The preservation of the trees shall be confirmed at the approval of the VRP for the Garden Village and finalized prior to Final Inspection building permit issuance for the last adjacent residential unit. If the 24 existing trees along the entry to the thoroughbred farm cannot be preserved, then they shall be replaced within the planned park at a ratio of 1:1 by the planting of new 36-inch box trees of the same species as the mature trees being removed The equestrian trail Multi-</p>	Significant impact	<p>Tree preservation confirmation prior to VRP approval for the Garden Village.</p> <p>Trails and landscaping prior to the last building permit Final Inspection of Residential Uses in implementing maps adjacent to Hansen and Wolfskill Avenues and/or Poppy Road.</p>	Planning Department and Building & Safety Department	<p>VRP submitted to Planning Department for approval.</p> <p>Landscape plans shall be submitted to the Building & Safety department for approval</p>	Less than significant with design considerations and mitigation	

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	<p>Purpose Community Trail along Hansen and Wolfskill Avenues and Poppy Road shall include trees spaced so as not to block views and white split-rail fences. Prior to grading permits, landscape plans shall be submitted to the Building Department for approval. Construction of trail and landscaping shall occur commensurate with adjacent implementing tracts and finalized prior to Final Inspection issuance of the building permit for the last adjacent residential unit. Construction of the park elements shall be completed as required per unit number triggers in the Specific Plan (No. 342) as reflected in the Parkland Tracking Report.</p>						
	<p>Regulatory compliance (GP Policies re: Avoid blocking public views with solid walls, preserving Lakeview Mtns., LU 13.1,2,5 and OS 21.1,22.1,22.3)</p> <p>MM Aesthetics 4 To reduce potential significant adverse impacts to public scenic views from Wolfskill Avenue, Mike Lane and Poppy Lane, grading plans for the portions of Planning Areas 57 and 58 which abut Wolfskill or Poppy, shall be reviewed by the Building Department to ensure that slopes which are higher than existing roads are no higher or longer than the Conceptual Grading Diagram in Specific Plan 342 indicates. Building layouts and setbacks shall also be reviewed to ensure that some views over or between proposed buildings are maintained along Wolfskill Avenue. Some means of achieving the intent of this mitigation may include, but are not limited to: reduced-height homes along the frontage with existing local roads, larger setbacks, stepped grading, etc.</p>	Significant impact	Prior to the issuance of a Grading permits for implementing maps located in areas of PAs 57 and 58 which are adjacent to Wolfskill Avenue and/or Poppy Road.	Building & Safety Department	Grading and Landscape plans shall be submitted to the Building & Safety department for approval	Less than significant with mitigation and regulatory compliance.	Cumulatively significant and unavoidable due to conversion of open lands to urban uses consistent with RCIP EIR.
	With regulatory compliance, no mitigation required.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance without mitigation	
AGRICULTURE	<p>MM Ag 1: To reduce potential significant adverse impacts due to incompatibility between agricultural uses and proposed suburban development, proposed residences, school buildings, and commercial structures shall be setback 300 feet from existing active agricultural uses of an offensive nature, which are defined as: corrals, chicken houses, dairy waste ponds, manure stockpiles, or commercial livestock. This setback shall not apply to areas of the project where Ramona Expressway intervenes between active agriculture and proposed development because the expressway will act as the buffer.</p>	Significant impact	Prior to the approval of tentative tract map for each implementing projects	Planning Department	Tentative Tract Maps shall be submitted to the Planning department for approval. The map shall show the 300-foot setback from active agricultural uses.	Less than significant with mitigation	

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	<p>The 300-foot buffer area may include public road rights-of-way, parking lots, and service or maintenance areas. In addition to project edge conditions, the 300-foot setback shall also apply to interim conditions on-site between occupied project-related buildings and existing on-site agricultural uses of an offensive nature (e.g., chicken ranch) that are located in a later phase of project development and may remain operational while earlier phases of development are being built.</p>						
	<p>Alternative Section 8.0 presents Alternatives 2, 3, and 5 which, reduce impacts to Designated Farmland through avoidance. None eliminate impacts or reduce to less than significant. The following Mitigation measures lessen, but not avoid or reduce the impact to less than significant:</p> <p>MM Ag 2: A perpetual agricultural conservation easement (Easement) as defined by Section 815.1 of the California Civil Code containing a minimum of 100 acres of "agricultural land" as defined by Public Resources Code Section 10213 within five miles of the project, shall be provided by the Master Developer to the state, county, resource conservation district, regional park or open-space district, regional park or open-space authority, a nonprofit organization, or other entity authorized to acquire and hold conservation easements under Civil Code Section 815.3. The purpose of this Easement is to restrict the property's use to only those uses that will not impair or interfere with the property's agricultural productive capacity, its soils, and its agricultural character, values, and utility. To the extent that the preservation of the open space character and scenic, habitat, natural, or historic values of the property are consistent with such use, it will be within the purpose of this easement to protect those values. Rural enterprises or activities, including, but not limited to, grazing, hunting and fishing, wildlife habitat improvement, predator control, timber harvesting, and firewood production, shall be permitted uses provided that the agricultural productivity of the land and is not significantly impaired by those activities. The Easement shall be recorded on or before the issuance of the 1,500th building permit.</p>	Significant impact	Prior to the issuance of a grading permit	Planning Department	The conservation Easement as described in the mitigation measure, shall be submitted and recorded by the County of Riverside	Significant after mitigation for both project and cumulative impacts	

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	<p>MM Ag 3: Master Developer shall preserve within the project no less than 3 acres of "Prime Farmland" as defined by Public Resources Code Section 10213 for use as a community garden or gardens by recordation of a conservation easement as defined by Section 815.1 of the California Civil Code. To the extent that the preservation of the open space character and scenic, habitat, natural, or historic values of the property are consistent with such use, it will be within the purpose of this easement to protect those values. The Community Garden will be run by the Homeowners' Association or County Service Area so as to be available to the public for the purpose of gardening. The location of the community garden or gardens shall occur within the 500-foot Greenbelt as defined by Planning Areas 5, 7, 8, 21 and 22. An easement shall be recorded and the community garden or gardens shall be available for use on or before the issuance of the 1,500th building permit.</p>	Significant impact	Prior to the issuance of the 1,500 th building permit	Building & Safety Department	An Easement for the community garden shall be submitted and recorded by the County of Riverside	Significant after mitigation for both project and cumulative impacts	
AIR QUALITY	<p>Required regulation (Rule 403)</p> <p>MM Air 1: During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the Department of Building and Safety. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the Department of Building and Safety.</p>	Significant impact	During construction	Building & Safety Department	Equipment maintenance records and equipment specification data sheets shall be kept onsite	Significant impact with regulatory compliance and mitigation. (Regional and Local, both short and long term impacts) CO Hot Spots: Less than significant without mitigation.	
	<p>MM Air 1a: All project developers funded privately rather than publicly (public funding requires that the winning proposal go to the lowest responsible bidder) shall provide preference to qualified grading contractor proposals that include the use of construction equipment that demonstrates early compliance for off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) – and/or – meets or exceeds Tier 3 standards with available CARB verified or U.S. EPA-certified technologies or use of alternative fueled off-road construction equipment. Proof of preference shall be reviewed by the Department of Building and Safety's Grading Division prior to issuance of a grading permit.</p>	Significant impact	Prior to the issuance of grading permit	Building & Safety Department/ Grading Division	All proposals for privately funded developers shall be submitted for review to show preference was provided to qualified grading contractors that use qualifying construction equipment prior to selecting the winning proposal.	Significant impact with regulatory compliance and mitigation.	

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	<p>MM Air 2: Where economically and physically feasible, electricity from power poles shall be used instead of temporary diesel- or gasoline powered generators to reduce the associated emissions. Feasibility shall be determined by the contractor and approved by the Department of Building and Safety’s Grading Division prior to issuance of grading permits.</p>	Significant impact	Prior to the issuance of grading permit	Building & Safety Department/ Grading Division	Issuance of grading permit	Significant impact with regulatory compliance and mitigation. (Regional and Local, both short and long term impacts)	
	<p>MM Air 3: To reduce construction vehicle (truck) idling while waiting to enter/exit the site, prior to issuance of grading permits, the contractor shall submit a traffic control plan that will describe in detail safe detours to prevent traffic congestion to the best of the project’s ability, and provide temporary traffic control measures during construction activities that will allow both construction and on-street traffic to move with less than 5-minute idling times. Additional traffic control measures may include, but are not limited to:</p> <ul style="list-style-type: none"> • require construction parking to be configured such that traffic interference is minimized, • provide dedicated turn lanes for movement of construction trucks and equipment on- off-site, • schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable, • reroute construction trucks away from congested streets or sensitive receptor areas, and • improve traffic flow by signal synchronization. 	Significant impact	Prior to the issuance of grading permit	Building & Safety Department/ Grading Division and Transportation Department	A Traffic Control Plan shall be submitted for approval.	Significant impact with regulatory compliance and mitigation. (Regional and Local, both short and long term impacts)	
	<p>MM Air 3a: To reduce fugitive dust emissions, the developer shall provide the County of Riverside with sufficient proof of compliance with Rule 403 and other dust control measures including, but not limited to:</p> <ul style="list-style-type: none"> • requiring the application of non-toxic soil stabilizers according to manufacturers’ specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), • requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered, • suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour, • post contact information outside the property for the 	Significant impact	Prior to the issuance of grading permit	Building & Safety Department/ Grading Division	Issuance of grading permit	Significant impact with regulatory compliance and mitigation.	

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	<p>public to call if specific air quality issues arise,</p> <ul style="list-style-type: none"> • use SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials, • replace ground cover in disturbed areas as quickly as possible. 						
	<p>MM Air 3b: In order to improve air quality by reducing VOC emissions associated with the application of architectural coating, homebuilders shall apply coatings and solvents with a VOC content lower than required under Rule 1113 as amended July 13, 2007 to residential dwelling units. In addition, homebuilders are encouraged to consider the use of pre-coated construction materials and materials that do not require painting. Construction specifications shall be included in the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the County of Riverside’s Building and Safety Department for compliance with this mitigation measure prior to issuance of a building permit.</p>	Significant impact	Prior to the issuance of building permit	Building & Safety Department	Construction specifications shall be included in the building specifications that assure these requirements are implemented.	Significant impact with regulatory compliance and mitigation.	
	<p>MM Air 4: In order to reduce energy consumption from proposed project development, applicable plans (e.g., electrical plans, improvement maps, etc.) submitted to the County shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable Department (e.g., Department of Building and Safety or Department of Transportation) prior to conveyance of applicable streets.</p>	Significant impact	Prior to the approval of Street Improvement Plans	Transportation Department and Building & Safety Department	Street Improvement Plan shall indicate energy-efficient street lighting throughout the project.	Significant after mitigation	
	<p>MM Air 5: In order to reduce energy consumption from the proposed project development, construction of large residential buildings, large public buildings (library, public community center, schools, and joint-use facilities), large private recreation buildings owned by the Homeowners’ Association (HOA) and large commercial buildings (retail and office) all homes and businesses shall exceed the 2007 California Energy Code - Title 24, Part 6 energy efficiency standards by 35% (schools and joint-use facilities are subject to Nuvew Union School District approval). Submission of a Title 24 worksheet with building plans shall be required by the Department of Building and Safety in order to obtain a building permit. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and calculations demonstrating that the project will increase reduce energy efficiency consumption 35% beyond below Title 24. Compliance is determined by</p>	Significant impact	Prior to issuance of Building Permit	Building & Safety Department	Submission of a Title 24 worksheet with building plans shall be required. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and calculations demonstrating that the project will increase reduce energy efficiency consumption 35% beyond below Title 24. Compliance is determined by comparing the energy efficiency use	Significant after mitigation	

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	<p>comparing the energy efficiency of the proposed development to a minimally Title 24 compliant development. The calculations must be from an energy analysis computer program approved by the California Energy Commission in accordance with Title 24, Part 1, Article 1, Section 10-109. These approved programs include, as of February 2009, EnergyPro and Micropas 7 for residential buildings and EnergyPro, Perform 2005, and eQuest/D2Comply for non-residential buildings. (Note: “large” is defined as the primary residence, main private recreation building, main public community center building, retail space with an anchor, etc.; “large” excludes a shed in a residential yard, small utility buildings, small pool buildings, trash enclosures, etc.)</p>				<p>of the proposed development to a minimally Title 24 compliant development. The calculations must be from an energy analysis computer program approved by the California Energy Commission in accordance with Title 24, Part 1, Article 1, Section 10-109. These approved programs include, as of February 2009, EnergyPro and Micropas 7 for residential buildings and EnergyPro, Perform 2005, and eQuest/D2Comply for non-residential buildings.</p>		
	<p>MM Air 6: In order to reduce energy consumption from the proposed project development, The Villages of Lakeview homebuilders shall, if installing major appliances such as dishwashers, washing machines, and refrigerators in homes, install Energy Star-rated models. Major appliances installed in large public buildings (library, public community center, schools, and joint-use facilities) and large private recreation buildings owned by the HOA shall be Energy Star-rated (schools and joint-use facilities are subject to Nuvview Union School District approval). Proof of compliance will be required by the Department of Building and Safety in order to obtain a Final Inspection. (Note: “large” is defined as the primary residence, main private recreation building, main public community center building, retail space with an anchor, etc.; “large” excludes a shed in a residential yard, small utility buildings, small pool buildings, trash enclosures, etc.)</p>	<p>Significant impact</p>	<p>Prior to the issuance of Final Inspection</p>	<p>Building & Safety Department</p>	<p>Building Plans shall identify Energy Star-rated appliances in all floor plans</p>	<p>Significant after mitigation</p>	
	<p>MM Air 6a: In order to increase renewable energy sources and reduce greenhouse gas emissions, large public buildings (library, public community center, schools, and joint-use facilities) and large private recreation buildings owned by the HOA shall be installed with solar panels, photovoltaic cells, solar thermal systems or other renewable energy generating technology (schools and joint-use facilities are subject to Nuvview Union School District approval). Homebuilders are required to: 1) offer to home buyers solar panels, photovoltaic cells, solar thermal systems or other renewable energy generating technology as part of the homebuilder’s option</p>	<p>Significant impact</p>	<p>Prior to issuance of Building Permit</p>	<p>Building & Safety Department</p>	<p>Building Plans shall identify solar panels, photovoltaic cells, solar thermal systems or other renewable energy generating technology or contain the homebuilder’s option package.</p>	<p>Significant after mitigation</p>	

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	program, or 2) be consistent with the Governor’s Million Solar Roofs plan. Proof of compliance shall be shown on the panel of plans or the homebuilder’s option package and be required by the Department of Building and Safety in order to obtain a building permit. (Note: “large” is defined as the primary residence, main private recreation building, main public community center building, retail space with an anchor, etc.; “large” excludes a shed in a residential yard, small utility buildings, small pool buildings, trash enclosures, etc.)						
	MM Air 7: Because The Villages of Lakeview residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouses gases such as carbon dioxide, The Villages of Lakeview will provide a transit center, including a bus stop opportunity and park–n-ride lot to facilitate carpooling and/or use of public transportation. Proof of compliance will be required prior to the issuance of the 2,632 nd building permit.	Significant impact	Prior to the 2,632 nd building permit	Building & Safety Department	Installation of a transit center, including a bus stop and park–n-ride lot to facilitate carpooling and/or use of public transportation	Significant after mitigation	
	MM Air 8: Because The Villages of Lakeview residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouses gases such as carbon dioxide, The Villages of Lakeview will designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing at the transit center, library, public community center, Central Park parking area, and in commercial areas. Proof of compliance will be required prior to the approval of the Plot Plan for each of the projects listed above.	Significant impact	Prior to the approval of a Plot Plan for each implementing project	Planning Department	The Plot Plan shall show the designated parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing at the transit center, library, public community center, Central Park parking area, and in commercial areas	Significant after mitigation	
	MM Air 9: Adequate bicycle parking (one space per 20 car spaces) shall be provided at the transit center, library, public community center, Central Park parking area, and the commercial areas. Proof of compliance will be required prior to approval of the Plot Plan for each implementing project.	Significant impact	Prior to the approval of a Plot Plan for each implementing project	Planning Department	The Plot Plan shall show bicycle parking stalls (areas) at the transit center, library, public community center, Central Park parking area, and the commercial areas.	Significant after mitigation	

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	<p>MM Air 10: Because The Villages of Lakeview residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouses gases such as carbon dioxide, public information shall be provided to residents about opportunities to utilize walking, public transportation, carpooling, and bicycles. This effort will be implemented through signage and information posted at the transit center, library, public community center, Central Park parking area, and in commercial areas. Proof of compliance will be required prior to issuance of the building permit for each of the above facilities.</p>	Significant impact	Prior to the issuance of a building permit	Building & Safety Department	Plot Plan shall show signs.	Significant after mitigation	
	<p>MM Air 11: Because THE VILLAGES OF LAKEVIEW residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouses gases such as carbon dioxide, a community vehicle shall be provided by the Homeowners Association (or like entity) for resident transport. It shall be an electric or alternative fuel vehicle. Proof of compliance will be required prior to the issuance of the 9,551st building permit.</p>	Significant impact.	Prior to the occupancy of the 9,551 st dwelling unit, or an equivalent amount of non-residential building permits	Homeowners Association and Building and Safety Department	HOA shall provide Building and Safety Department with proof of: 1) purchase of a vehicle, 2) lease of a vehicle, or 3) contracting with a 3 rd -party for service to provide vehicle(s).	Significant after mitigation	
	<p>MM Air 12: Because The Villages of Lakeview residents will be adding additional sources of solid waste to nearby landfills and thereby indirectly contributing to methane emissions, in addition to mitigation measures found in Section 5.15 (MM Util 9 through 11) separate recycling and waste receptacles will be provided at all public garbage bins along sidewalks and at the transit center, library, public community center, Central Park parking area, and in commercial areas. Proof of compliance will be required prior to issuance of a building permit. Signage and information regarding the recycling bins and acceptable recycling materials shall be posted at the transit center, library, public community center, Central Park parking area, and in commercial areas. Proof of compliance will be required by the Department of Building and Safety prior to the Plot Plan Final Inspection of each the above-listed facilities.</p>	Significant impact	<p>Proof of compliance with waste receptacle locations will be required prior to issuance of a building permit.</p> <p>Proof of compliance will be required by the Department of Building and Safety prior to the Plot Plan Final Inspection of each the above-listed facilities.</p>	<p>Building and Safety Department</p> <p>Building and Safety Department</p>	<p>Issuance of building permit</p> <p>Issuance of Plot Plan Final Inspection</p>	Significant after mitigation	

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	<p>MM Air 13: Because THE VILLAGES OF LAKEVIEW residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouses gases such as carbon dioxide, THE VILLAGES OF LAKEVIEW will coordinate with the transportation department and with local and regional agencies where possible in order to maximize integration of the project with local transportation planning and implementation efforts. These efforts include the possibility of extending the Riverside Transit Agency’s Bus Rapid Transit System into the area and bus connections to proposed Metrolink stations along the Perris Valley Line. Proof of coordination shall be provided to the County Transportation Department prior to the issuance of the 2,632nd, 6,771st, and 11,350th building permits which correspond with the completion of each Phase of development, respectively. Coordination materials shall include a Staff Report or Meeting Minutes.</p>	Significant impact	Proof of coordination shall be provided to the County Transportation Department prior to the issuance of the 2,632 nd , 6,771 st , and 11,350 th building permits which correspond with the completion of each Phase of development, respectively.	Transportation Department	Coordination materials shall include a Staff Report or Meeting Minutes.	Significant after mitigation	
	<p>MM Air 14: Within the Central Park’s campus of public facilities, which includes a public community center and a library, up to 5 parking spaces (in excess of standard parking requirements) shall be dedicated for the installation of an EV charging facility or for a car sharing program.</p>	Significant impact	Prior to the approval of a Plot Plan for each implementing project	Planning Department	The Plot Plan shall show the designated parking spaces for the installation of an EV charging facility or for a car sharing program	Significant after mitigation	

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BIOLOGY	<p>Required regulation (MSHCP, SKRHCP) and Design Considerations (preservation of Lakeview Mountains and OS near river, adherence to ban on invasive plant species, 500-foot setback from SJWA, wildlife corridor)</p> <p>MM Bio 1: The project will introduce new sources of nighttime lighting and glare near conservation areas for outdoor security purposes and the residences located on site. Proposed land uses immediately adjacent to the SJWA (northern interface) consist of conservation and open space with drainage facilities (including but not limited to drainage facilities, water quality basins, and passive parks). Proposed land uses adjacent to the Lakeview Mountains (southern interface) consist of residential development (including a fuel modification zone for fire protection) and park use. Potential impacts from introduced lights include impacts to migratory birds that use constellations to guide them during migration and impacts to foraging, reproduction, and circadian rhythms of other species. The CC&Rs and Homeowners' Associations will ensure that lighting is not projected into the Conservation Area at either interface. Street lighting will be designed with internal baffles to direct the lighting towards the ground and have a zero side angle cut off to the horizon. At the interface with the Lakeview Mountains, street lighting will be at least 50 feet away from the Conservation Area. North of Ramona Expressway, street lighting will be at least 400 feet from the project's proposed conservation areas and at least 500 feet away from the existing SJWA. The shielded lighting and adequate setback will ensure that there will be no spillage of lighting into the Conservation Area. The CC&Rs shall be submitted to the Planning Department and County Counsel prior to Map Recordation and will restrict the placement and use of lighting on private residential properties, such that individual residences will not direct lighting into the Conservation Area.</p>	Significant impact	Prior to Map Recordation	Planning Department and County Counsel	CC & R's shall be submitted and approved by the Planning Department	Less than significant with mitigation	
	<p>MM Bio 2: Planning Areas and roads adjacent to the SJWA, Proposed Constrained Linkage 20 (wildlife corridor) and the Lakeview Mountains will incorporate barriers (as appropriate) to minimize unauthorized public access, domestic animal predation, illegal trespass, or unauthorized dumping. The exception will be public access locations, which will direct the public into authorized access areas within the Conservation Area (i.e., SJWA and the Lakeview Mountains). All barriers will be placed within the boundaries of the development and will be outside of the Conservation Areas. Barriers will be located between the SJWA/Lakeview Mountains and houses/paved roads. Barriers will be designed to</p>	Significant impact	Prior to the approval of tentative tract map for each implementing projects	Riverside County Environmental Programs Department (EPD)	Tentative Tract Maps and street improvement plans shall be submitted for approval	Less than significant with mitigation	

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	<p>accommodate wildlife movement, but directing wildlife away from residential areas. Barriers may consist of, but not be limited to, walls, plants, fences, berms, and other means (such as horizontal distance and vertical distance) or combination of means to achieve the desired result. The final design of the barriers shall be completed based on consultation between the developer, County Planning Department, and as approved by the County Environment Programs Department when tentative tract maps and/or road plans are approved. California Department of Fish and Game San Jacinto Wildlife Area representatives will be consulted regarding final design of barriers along the SJWA edge. Where barriers are required between established conservation areas and other areas of the project site, impacts to cultural resources shall be taken into consideration with respect to location, design, and installation such that cultural resources adjacent to the conservation areas are avoided and that the setting is respected or enhanced. The County Archaeologist, or designee thereof, shall review all barrier plans proposed adjacent to conservation areas on-site to assure consistency with this mitigation measure.</p>						
	<p>MM Bio 3: The project Conditions, Covenants and Restrictions shall restrict the number of domestic animals (e.g., dogs, cats and other predatory animals) allowed per residence to two, thus further limiting potential impacts. Cats shall be limited to indoors. Copies of the CC&Rs shall be provided to the County Planning Department prior to Map Recordation. [Note: Current County zoning allows up to 4 dogs per premises.] This mitigation measure applies to development north of Ramona Expressway (Resort Village) and the following planning areas south of Ramona Expressway: 58, 66-69, 73, and 77.</p>	Significant impact	Prior to Map Recordation	Planning Department and County Counsel	CC & R's shall be submitted and approved by the Planning Department	Less than significant with mitigation	
	<p>MM Bio 4: No more than 30 days prior to ground disturbance associated with the development of the project regarding clearing, grading, or demolition, a qualified biologist will conduct a pre-construction burrowing owl survey to satisfy Objective Number 5 of the MSHCP species-specific objectives for the burrowing owl. If breeding burrowing owls are detected on site, the Master Developer will coordinate with the County of Riverside Environmental Programs Department (EPD) to determine if the occupied habitat will need to be avoided, or if the owls can be relocated from the site. If the relocation of owls is approved, the Master Developer will prepare a plan of relocation (passive or active) to be approved by EPD and the responsible wildlife agencies (i.e., U.S. Fish and Wildlife Service and CDFG). If approved, relocation will be conducted outside of the breeding season. If</p>	Significant impact	Prior to the issuance of grading permit	Riverside County Environmental Programs Department (EPD)	Pre-construction Burrowing Owl Survey from a qualified biologist	Less than significant with mitigation	

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	non-breeding owls are identified on site, including wintering owls, the proponent will also notify EPD, and will relocate the owls following a protocol to be approved by EPD and the wildlife agencies.						
	MM Bio 5: If habitat suitable to support the coastal California gnatcatcher is to be removed between March 1 and August 15, focused surveys shall first be conducted to determine if the habitat is occupied by gnatcatchers. If gnatcatchers are present and are determined to be nesting, the occupied areas shall be avoided until after August 15.	Significant impact	Prior to the issuance of grading permit. If construction commences between March 1 st and August 15 th	Riverside County Environmental Programs Department (EPD)	If construction commences between March 1 st and August 15 th , a focused survey shall be submitted to EPD.	Less than significant with mitigation.	
	MM Bio 6: The removal of potential nesting vegetation of sensitive bird species will be conducted outside of the nesting season (February 1 to August 31) to the extent that this is feasible. If vegetation must be removed during the nesting season, a qualified biologist will conduct a nesting bird survey of potentially suitable nesting vegetation prior to removal. Surveys will be conducted no more than three (3) days prior to scheduled removals. If active nests are identified, the biologist will establish buffers around the vegetation containing the active nest (500 feet for raptors and 200 feet for non raptors). The vegetation containing the active nest will not be removed, and no grading will occur within the established buffer, until a qualified biologist has determined that the nest is no longer active (i.e., the juveniles are surviving independent from the nest). If clearing is not conducted within three days of a negative survey, the nesting survey must be repeated to confirm the absence of nesting birds.	Significant impact	Prior to the issuance of grading permit. If construction commences between February 1 st and August 30 th	Riverside County Environmental Programs Department (EPD)	If construction commences between February 1 st and August 30 th , a focused Nesting Bird Survey shall be submitted to EPD.	Less than significant with mitigation.	
	MM Bio 7: Prior to the issuance of a grading permit, individual projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Board, and a Section 1602 Streambed Alteration Agreement from California Department of Fish and Game.	Significant impact	Prior to the issuance of grading permit.	Building and Safety Department	Authorization/Permits from the appropriate agency	Less than significant with mitigation	

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	MM Bio 8: Project-specific impacts to jurisdictional waters will be mitigated at a 4:1 3:1 ratio in a manner to be determined by the Master Developer and to be approved by the Army Corps of Engineers, California Department of Fish and Game, and the Regional Water Quality Control Board through the permitting process.	Significant impact	Prior to the issuance of grading permit	Building and Safety Department	Authorization/Permits from the appropriate agency	Less than significant with mitigation	
	MM Bio 9: To allow for future flexibility in the hydrological function of the project drainage system so as to best meet the needs of the off-site wetlands and on-site vernal pool areas, the Central Park detention basin shall be designed to allow flows to be detained (as currently planned) or to bypass (completely or partially) the basin such that greater flows can be released to the wetland area to most closely mimic existing conditions in the 2-year and 10-year storm.	Significant impact	Prior to the approval of tentative tract map for each implementing projects	Riverside County Flood Control District and/or Planning Department	A Drainage Plan shall be submitted for approval	Less than significant with mitigation	
	MM Bio 10: The County of Riverside is a participating entity or permittee of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The purpose of the MSHCP is to conserve open space and habitat on a county-wide, cumulative basis. Take authorization for the MSHCP was granted by the USFWS and CDFG on June 22, 2004. The County of Riverside will be allowed to utilize its allotted authorized take for projects in compliance with the MSHCP. Compliance with the MSHCP fee requirements will provide adequate mitigation for potential impacts to the burrowing owl and other species and plant communities determined to be adequately conserved by the MSHCP. To address the impacts associated with the cumulative loss of habitat for special status birds by the loss of habitat, the proposed project shall be conditioned to pay Riverside County MSHCP mitigation fees as set forth under Ordinance No. 810.2.	Significant impact	Prior to the issuance of building permits	Planning Department	Payment of fees	Less than significant with mitigation	
	MM Bio 11: In order to increase public awareness and knowledge about local environmental issues and reduce potential significant indirect effects of development adjacent near to Conservation Areas, the Master Developer of the proposed project shall provide an Environmental Stewardship Program. The program will include methods of community education such as interpretive and directional signs, pamphlets, and demonstrations. The types of information presented shall include, but not be limited to: lighting, noise, keeping on trails, wildlife, plants, habitats, barriers, domestic animals, toxics such as pesticides, and invasive species. The Environmental Stewardship Program shall include a fund to	Significant impact	Prior to Final Occupancy inspection Building Permit issuance approval for the 1,600 th 1,601 st unit.	Environmental Programs Department (EPD) and/or Planning Department	Master Developer shall submit program materials to EPD for review.	Less than significant with mitigation.	

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	be administered by the Lakeview Community Services Organization and a portion of the fund shall be used for SJWA management items, including feral animal trapping, removal of trash, invasive species removal and enforcement. The budget will be developed in consultation with the California Department of Fish and Game.						
	MM Bio 11a: In order to reduce the potential significant indirect effects of invasive species to Conservation Areas, the Specific Plan will design landscaped areas adjacent to the SJWA and Lakeview Mountains to avoid the use of invasive plant species identified in Table 6-2 of the MSHCP document. Of the 86 species identified in the MSHCP table (see also Appendix D (CD #3) and Appendix C (CD #3) of the Specific Plan), 71 of them will be outright prohibited within the Specific Plan. Of the remaining 15 plants, if used, they shall be placed at least 150 feet from the existing and proposed conservation areas in the Lakeview Mountains and shall not be used within 500 feet of the San Jacinto Wildlife Area and the downstream conservation areas along the San Jacinto River. CC&Rs will be enforced through the Home Owners' Association to exclude 71 invasive species from properties throughout the project and 86 invasive species from properties within the above-prescribed distances from the urban/wildland interfaces. Maintenance of landscaping in these areas will include the removal of invasives that may establish through natural dispersal mechanisms. Such maintenance shall be funded through the Environmental Stewardship Program.	Significant impact	Ongoing review of landscape plans. Prior to Building Permit issuance for the 1,601 st unit for CC&R approval.	Planning Department and/or EPD shall approve landscape plans, and County Counsel shall approve CC&Rs	CC & R's shall be submitted and approved by the Planning Department	Less than significant with mitigation.	
	MM Bio 11b: In order to reduce the potential significant indirect effects of pesticides and rodenticides to conservation areas, the Environmental Stewardship Program established under MM Bio 11, shall include an Integrated Pest Management (IPM) program. The IPM program will 1) Establish minimum action thresholds for the application of pesticides; 2) Provide educational materials to promote accurate identification of pests by homeowners, so appropriate control decisions can be made in conjunction with action thresholds; 3) Educate homeowners to promote the prevention of pests before infestation occurs; and 4) Recommend thresholds for utilization of control methods. Compliance with the IPM program will be made a requirement of the project Conditions, Covenants and Restrictions, and enforced through the homeowners association.	Significant impact	Prior to Building Permit issuance for the 1,601 st unit.	Environmental Programs Department (EPD) and/or Planning Department	Master Developer shall submit program materials to EPD for review.	Less than significant with mitigation.	

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	<p>MM Bio 12: Where barriers are required between established conservation areas and other areas of the project site, impacts to cultural resources shall be taken into consideration with respect to location, design, and installation such that cultural resources adjacent to the conservation areas are avoided and that the setting is respected or enhanced. The County Archaeologist, or designee thereof, shall review all barrier plans proposed adjacent to conservation areas on-site to assure consistency with this mitigation measure.</p>	Significant impact	Barrier plans should be submitted with implementing maps.	County Archaeologist, or designee thereof	Approval of implementing maps requires satisfaction of this measure	Less than significant with mitigation.	
	<p>MM Bio 13: Prior to issuance of grading permit for all Planning Areas located adjacent to a conservation area that will come under Riverside Conservation Authority Management, sensitive resources (conservation areas) shall be delineated with temporary construction fencing. Training for construction workers and construction management personnel shall have occurred which informs project workers of their responsibilities in regards to avoiding and minimizing impacts to sensitive biological resources through avoiding the fenced areas.</p>	Significant impact	Prior to issuance of grading permit	Building & Safety Department County Grading Inspector	Notification of construction worker training sent to Planning Department, Building Dept., and EPD; notes of the training	Less than significant with mitigation.	
	<p>MM Bio 14: To further deter wildlife from entering developed areas, trash receptacles and refuse containers located within the Greenbelt and parks located within 100 feet of all Conservation Areas shall be provided with mechanisms which prevent scavenging animals from gaining access to the contents of such trash containers.</p>	Significant impact	Prior to plan approval for the Greenbelt and parks within 100 feet of all on-site Conservation Areas	Planning Department and/or EPD	Park plans approval	Less than significant with mitigation.	

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<p>CULTURAL</p>	<p>MM Cultural 1: A master Cultural Resources Management Plan (CRMP) was prepared and is contained in Chapter 9 of the Cultural Resources Study. The master CRMP contains mitigation measures for prehistoric sites and strategies to implement the mitigation measures over the course of the project development.</p> <p>When a tentative tract or other development project within the Specific Plan area is filed on land containing, or within 500 feet of, prehistoric sites, an addendum to the master CRMP will be prepared to address the sites affected by that tentative tract or project. Each such addendum to the CRMP will be prepared in consultation with the Native American tribes consulted for the project, the Tribal Traditional Resources Advisory Committee, and landowners and shall be reviewed and approved by the County. Riverside County Transportation Commission shall also be consulted during preparation of any addendums to the master CRMP for properties located adjacent to the MCP project.</p> <p>As required by CEQA Guidelines Sections 15064.5(e) and (f), the CRMP addendum shall contain detailed provisions for the treatment of unanticipated discoveries during project construction, including human remains. The provisions of the CRMP should be consistent with state law as contained in Health and Safety Code Section 7050.5, and PRC Sections 5097.94 and 5097.98. Such mitigation shall be addressed in a manner consistent with the following:</p> <ul style="list-style-type: none"> a. If buried materials of potential historical, cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all work in that area shall be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines), avoidance or other appropriate measures as discussed in the CRMP shall be implemented. b. If evidence of potentially significant prehistoric or historic resources is uncovered during project-related grading outside of the high sensitivity areas in which archaeological and Native American monitoring has 	<p>Significant impact</p>	<p>Prior to approval of implementing project</p>	<p>Planning Department and County Archaeologist</p>	<p>CRMP shall be submitted to the Planning Department</p>	<p>Less than significant project-specific impacts with mitigation.</p>	

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	<p>already been required, the extent of monitoring shall be amended and the presence of a Native American monitors shall be incorporated into the monitoring program for all areas in the affected tentative tract.</p> <p>c. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to whether the remains are Native American. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted pursuant to the law, and the NAHC shall identify the most likely descendant. The most likely descendant shall then make recommendations in the time frames set forth in the Public Resources Code, and engage in consultation with the project proponent and landowner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until the most likely descendant has made his or her recommendation regarding the treatment and disposition of the human remains and any associated grave goods. Should the most likely descendant fail to make a recommendation or the landowner or his or her authorized representative rejects the recommendation of the descendant, the landowner (or authorized representative) is required to inter the human remains and associated grave goods with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.</p> <p>c. If human remains are uncovered at any time, all activities in the immediate area of the find shall be halted by the developer or its contractor and the County Coroner shall be notified immediately pursuant to CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the CEQA Guidelines.</p> <p>In addition to unanticipated discoveries, the CRMP addendum shall incorporate the following recommendations to mitigate</p>						

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	<p>impacts to identified cultural resources:</p> <p>d. CA-RIV-6726H is the historical-period Colorado River Aqueduct (CRA). The CRA is currently in use and will not be modified by the proposed TVOL plan. SRI does not recommend any archaeological work in association with the CRA corridor. Two benchmarks that associated with the CRA are located within the TVOL project area and outside of the CRA corridor. Each is located within a separately recorded prehistoric site. One benchmark, Feature 2, is located within Locus C of site RIV-8712, and will be preserved in place. The other, Feature 1, is located on a boulder within site RIV-4156/H, which is in an area subject to direct impacts from development. These benchmarks are considered contributing elements to the CRA and should be preserved in place if possible. If preservation is not feasible, as may be the case with Feature 1, the affected benchmark shall be fully documented and relocated or salvaged for interpretive uses.</p> <p>Treatment of the benchmark recorded as RIV-6762H Feature 1 shall be documented as part of the Data Recovery Plan for site RIV-4156/H to be prepared in an addendum to the CRMP.</p> <p>e. RIV-8710H is a historical-period refuse dump that most likely derives from a construction camp for the CRA. The dump has good integrity and is eligible due to its association with the CRA and the potential of the site contents to provide additional information about chronology of the dump, subsistence at the camps, the relationship between the camp and the local and regional economies, and the technology of CRA construction. The site is situated at the northern edge of the TVOL project area, adjacent to the San Jacinto Wildlife Area, and is believed to be located on land owned by Lewis Operating Corp.</p> <p>Because the site will be subject to indirect impacts from possible illicit artifact collection due to the increased population of the project area, a data recovery plan in the form of detailed recording and mapping of all items at the dump,</p>						

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	<p>along with photographic documentation or collection of diagnostic and unique items shall be implemented. Although subsurface deposits are unlikely at the site, a limited set of shovel probe excavations to determine if any dump materials have become completely buried shall be implemented, and recovery of a representative sample of such materials, if present shall be conducted.</p> <p>The recommended data recovery work shall be conducted prior to issuance of a grading permit for Phase 1a of the TVOL project. Prior to conducting the fieldwork, the California Department of Fish and Game, and the U.S. Army Corps of Engineers shall be notified and provided with a plan of work for the data recovery. The results of the data recovery investigations at site RIV-8710H shall be documented in a professional quality technical report, and as public interpretive information to be presented in the form of brochures, public lectures, and signage placed within public parks and facilities.</p> <p>f. Sites RIV-394 and RIV-8707 are not to be subject to direct adverse impacts, and are to be preserved in place in their entirety. and no mitigation measures for direct impacts are needed. Current plans for the Public Facilities planning area call for water tanks to be placed and a pipeline to be installed south and west of the sites. To mitigate potential indirect effects from possible vandalism, future development within the Public Facilities planning area, and activities within the nearby fuel modification zone, the Site Preservation Plan for these sites will include provisions for the sites to be flagged and avoided, and for archaeological and Native American monitors from the tribes consulted for the project to be present during all activities that could cause ground disturbance within 100 feet of the sites.</p> <p>g. CA-RIV-397 consisting of a boulder outcrop and rockshelter with pictographs and an associated midden area, is located at the edge of a Medium High Residential planning area near the toe of the slope of the Lakeview Mountains.</p>						

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	<p>The boulder containing the rockshelter and rock art is located in the Open Space planning area, and thus will be avoided and preserved from direct impacts. The remainder of the site will be added to the Open Space planning area and preserved from development, which will prevent direct impacts to all known cultural deposits, and provide a buffer between residential development the Split Rock boulder and associated rock art panels. To mitigate potential indirect effects from possible vandalism, illicit artifact collection, and changes in the integrity of setting, feeling, and association resulting from the proximity of the residential use, a Site Preservation Plan shall be prepared prior to approval of any tentative tract within 500 feet of the site. The Site Preservation Plan shall be based on consultation among the Tribes, Tribal Traditional Resources Advisory Committee, Regional Conservation Authority, and, if possible and culturally appropriate, the County, and shall include provisions for removal of modern graffiti, detailed recording of rock art elements by a recognized rock art expert, capping of exposed cultural deposits with fill and restoration of native vegetation, and protection of the site area from vandalism through appropriate fencing, landscaping, and interpretation.</p> <p>h. Sites CA-RIV-806, 2585, 4155, 8698, 8699, 8700, 8704, 8705, and 8711 consist of varying numbers of milling features, including both slicks and mortars, some with associated cultural deposits, all located within Open Space planning areas. The sites are not to be subject to grading or other ground disturbances associated with development and therefore no direct impacts to these sites are anticipated; however, indirect impacts could occur as a result of the proximity of residential areas, the recreational use of nearby trails, and activities within adjacent fuel modification zones. No mitigation measures are proposed for RIV-806 because of the distance to the trails. For the remainder of the sites, to provide long term management and protection, a Site Preservation Plan shall be prepared prior to approval of any tentative tract within 500 feet of the site. The Site Preservation Plans for these</p>						

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	<p>sites should include provisions for the sites to be flagged and avoided, and for archaeological and Native American monitors from the tribe(s) consulted for the project to be present during all activities that could cause ground disturbance within 100 feet of the sites.</p> <p>i. CA-RIV-1842 is a small- to moderate-size milling complex site in the center of THE VILLAGES OF LAKEVIEW Specific Plan area. It includes two milling features with milling slicks. Trenching investigations identified ground stone fragments, flaked stone artifacts, a faunal bone, and midden deposit approximately 1.3 to 2.6 feet west of the milling feature area. A midden deposit was encountered as deep as 4 feet below ground surface. Overall, whereas the surface condition of the site is fair, the midden deposits suggest some subsurface integrity and the potential to hold additional cultural materials. The northern boundary of the site has not been clearly defined.</p> <p>The Data Recovery Plan for RIV-1842 shall include provisions for additional testing to determine firmly the northern boundary of the site and assess the composition and structure of the subsurface deposits. Based on the testing data, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations shall be curated in perpetuity in a facility that meets the standards of the State of California Guidelines for the Curation of Archaeological Collections (OHP 1993) and 36 CFR 79. Such standards include: climate control, security, adequate staffing, access by qualified researchers and descendant groups.The appropriate disposition of all cultural resource collections resulting from data recovery excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP.</p> <p>j. CA-RIV-4156/H contains four milling features with a total of six slicks and one mortar.</p>						

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	<p>Although three trenches were excavated in the vicinity of the site with negative results, the immediate site area was not tested and subsurface deposits cannot be ruled out. The Data Recovery Plan for RIV-4156/H shall include provisions for testing to confirm the presence or absence of subsurface deposits. If the testing indicates that a subsurface deposit is present, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations should be curated in perpetuity in a facility that meets the standards of the State of California Guidelines for the Curation of Archaeological Collections (OHP 1993) and 36 CFR 79. The appropriate disposition of all cultural resource collections resulting from data recover excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP.</p> <p>k. CA-RIV-4158, which is believed to be a redeposited assortment of artifacts removed from other nearby sites. Trenching results indicate that, although RIV-4158 appears to contain sparse subsurface archaeological deposits, this site may retain relatively little subsurface integrity.</p> <p>The Data Recovery Plan for RIV-4158 shall include provisions for additional testing to assess the composition and structure of the subsurface deposits. Based on the testing data, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations should be curated in perpetuity in a facility that meets the standards of the State of California Guidelines for the Curation of Archaeological Collections (OHP 1993) and 36 CFR 79. The appropriate disposition of all cultural resource collections resulting from data recover</p>						

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	<p>excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP.</p> <p>1. Sites RIV-8702, 8703, and 8706, with three slicks, each on a separate boulder, will be subject to direct adverse effects from grading for residential uses. Each will require preparation and implementation of a Data Recovery Plan to mitigate adverse impacts from site destruction. The Data Recovery Plans for these sites shall include provisions for testing to confirm the presence or absence of subsurface deposits. If the testing indicates that a subsurface deposit is present, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations should be curated in perpetuity in a facility that meets the standards of the State of California Guidelines for the Curation of Archaeological Collections (OHP 1993) and 36 CFR 79. The appropriate disposition of all cultural resource collections resulting from data recover excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP.</p> <p>m. Site RIV-8712 covers an area of 78.5 acres containing five previously recorded sites, now defined as loci within the larger site complex. The portions of the site containing the rock art and milling features and having the highest surface artifact density are within an Open Space planning area that covers 47 acres (60 percent) of the site area. Approximately 12.5 acres (16 percent) of the site have already been disturbed by previous construction of the CRA and the IFP. The remaining portions of the site, approximately 19 acres, or 24 percent of the site area, will be subject to direct adverse effects.</p> <p>To provide for long-term management and protection of the portions of site 8712, a Site Preservation Plan shall be prepared prior to approval of any tentative tract within 500 feet of</p>						

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	<p>the site. The Site Preservation Plan shall be based on consultation among the Tribes, Tribal Traditional Resources Advisory Committee, Regional Conservation Authority, and the County, and shall include provisions for protection of the site area from vandalism through appropriate fencing, landscaping, and interpretation.</p> <p>The Data Recovery Plan for the portion of RIV-8712 subject to direct impacts shall include provisions for additional testing to assess the composition and structure of the subsurface deposits. Based on the testing data, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations should be curated in perpetuity in a facility that meets the standards of the State of California Guidelines for the Curation of Archaeological Collections (OHP 1993) and 36 CFR 79. The appropriate disposition of all cultural resource collections resulting from data recover excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP.</p> <p>n. Isolates 6 and 7 are subsurface items identified during the excavation of trenches 51 and 68. Located approximately 197 feet apart, the materials do not meet the criteria for consideration as a site. However, one flaked stone artifact was identified on the surface between two trenches and, as it is possible that additional materials are present below the surface between trenches 51 and 68; therefore, it is recommended by SRI that this area is includes additional subsurface investigation. SRI recommends excavation of four additional trenches around TRs 51 and 68 and four more between TRs 65 and 50 to the east. This work should be conducted for and reported in the CRMP Addendum to be prepared for the tentative tract containing these resources.</p> <p>If the results of the testing indicate the presence</p>						

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	<p>of an intact subsurface cultural deposit, a Data Recovery Plan for the newly identified site shall be prepared according to the provisions of the CRMP. The DRP shall contain monitoring during ground-disturbing activities, preparation of a professional report and public interpretive information, and curation of the collection. The DRP shall be reviewed and accepted by the County archaeologist prior to approval of any tentative tract containing or within 500 feet of the site. All DRP measures for the site shall be implemented prior to issuance of a grading permit for the associated tentative tract. A technical report of findings, including disposition of the recovered archaeological collection, for the DRP shall be submitted and approved by the County archaeologist prior to issuance of occupancy permits for the associated tentative tract.</p>						
	<p>MM Cultural 2: Even after full implementation of data recovery through MM Cultural 1, it is possible that significant buried resources could be present in many areas that will be graded. Therefore, to mitigate for discovered buried sites, the entire area designated as having high sensitivity for buried sites (see Figure 5.5-1, Cultural Resources Sensitivity) shall be monitored by a qualified archaeologist and a Native American monitor during any ground-disturbing activities. Full time archaeological and Native American monitoring during excavations shall be conducted in these areas. A full report of all monitoring activities, including disposition of all resulting collections, shall be prepared according to the provisions of the Cultural Resources Management Plan.</p>	Significant impact	During construction	Project Construction Manager Planning Department	Monitoring report from a qualified archeologist/Native American shall be submitted to the Planning Department	Less than significant with mitigation for <i>project direct impacts</i> . Significant unavoidable project-specific and cumulative impacts with respect to <i>indirect impacts</i> .	
	<p>MM Paleontology 1: Should any paleontological resources be accidentally discovered during construction, construction activities shall be moved to other parts of the project site and a qualified paleontologist shall be contacted to determine the significance of these resources. If the find is determined to be a significant paleontological resource, and if the area was identified as having a “Low” sensitivity for containing paleontological resources, similar sediments may be reassigned as “High” sensitivity and would be subject to MM Paleontology 2.</p>	Significant impact	During construction	Project Construction Manager Planning Department	Monitoring report from a qualified paleontologist shall be submitted to the Planning Department	Less than significant with mitigation	

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	<p>MM Paleontology 2: For areas of the site identified as having a “High” sensitivity for finding paleontological resources, prior to the issuance of a grading permit, a qualified paleontologist shall be retained and a Paleontological Resource Monitoring and Treatment Plan (PRMTP) shall be prepared. Once the PRMTP is approved by the County of Riverside Planning Department, grading and construction activities may commence under the provisions of the PRMTP. The plan should include the following:</p> <ol style="list-style-type: none"> 1. Pregrade meeting with a qualified paleontologist. The paleontologist will explain the likelihood for encountering paleontological resources, what resources may be discovered, and the methods that will be employed if anything is discovered. 2. In areas mapped with High B rating, a qualified vertebrate paleontologic monitor shall be present during construction excavation. The monitor shall inspect fresh cuts and/or spoils piles to recover paleontological resources. The monitor shall be empowered to temporarily divert construction equipment away from the immediate area of the discovery. 3. If the qualified paleontologist is not present when fossil remains are uncovered by earth-moving activities, these activities shall be stopped and a qualified paleontologist shall be called to the site immediately to evaluate the significance of the fossil remains. 4. It is recommended that native sediments occasionally be spot-screened through one-eighth to one-twentieth-inch mesh screens to determine whether microfossils are present. If microfossils are encountered, additional sediment samples as determined by the paleontological monitor shall be collected and processed to recover additional fossils. 5. If the qualified paleontologist determines that insufficient fossil remains have been found after fifty percent of earth moving activities have been completed, monitoring can be reduced or discontinued. 6. Any recovered specimens shall be prepared to the point of identification and permanent preservation, which may include the picking of any washed mass samples to recover small invertebrate and vertebrate fossils, if present, the removal of surplus sediment 	Significant impact	During construction	Project Construction Manager Planning Department	PRMTP shall be submitted to the Planning Department	Less than significant with mitigation	

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	<p>from around larger specimens to reduce the volume of storage for the repository and the hardeners/stabilizers to fragile specimens.</p> <p>7. Specimens shall be identified to the lowest taxonomic level possible and curated at an institutional repository approved by the County of Riverside.</p> <p>8. A report shall be prepared that details the methods and results of the monitoring program, even if the results are negative. If applicable, this shall include an appended itemized inventory of identified specimens. This report shall be submitted by the project paleontologist to the County of Riverside, Planning Department, prior to the issuance of the final grading inspection for the area under each grading permit issued.</p>						
GEOLOGY	<p>Regulatory requirements (County Ordinance No. 457 will be observed regarding setback requirements with regard to slopes, UBC, geotechnical reports) and mitigation.</p> <p>MM Geo 1: To protect life, occupied buildings and water tanks, rockfall hazards shall be addressed to planning areas adjacent to the Lakeview Mountains. Evidence of past rockfalls exist onsite; consequently, based upon field investigation, the majority of the areas adjacent to the slopes have at least a minimal level for rockfall hazard. Therefore, slope areas have been delineated by three distinct rockfall hazard zones, RH Zone 1 has the least potential, and RH Zone 3 has the highest potential. The following recommendations for remediation are based upon the Preliminary Rockfall Hazard Evaluation. Adherence to these remediation measures will reduce the level of impact to less than significant.</p> <p>RH Zone 1 – Due to the isolated nature of hazards within this zone, the hazard of individual rock falls can be generally neutralized by the removal of individual rocks and/or construction of low impact walls. Blasting may be required in this zone in order to completely remove the individual rock hazard.</p> <p>RH Zone 2 – Local areas in this zone may only require a few isolated rocks to be removed while other areas may require a more regional alternative. The following measures are provided as options for remediation in Zone 2.</p>	Significant impact	<p>Prior to the issuance of a Grading permit in Planning Areas 58, 59, 68 and 73.</p> <p>Prior to the issuance of a Grading permit I Planning Areas 58, 68, 69 and 73.</p>	<p>Planning Department</p> <p>Planning Department</p>	<p>A Grading Plan shall be submitted to the Planning Department</p> <p>A Grading Plan shall be submitted to the Planning Department</p>	Less than significant with regulatory compliance and mitigation	

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	<ul style="list-style-type: none"> • Construction of a debris ditch with a 5-foot tall, 1.5:1 (horizontal to vertical) manufactured slope, which will capture falling debris. Due to the granular nature of on-site soils, the slope will need to be reinforced with geogrid, which is a synthetic polymer-coated material that is used to reinforce an earth-fill slope, wall, and base layer construction. Geogrid provides a stabilizing force within the soil structure itself and will improve the surficial stability of fill slopes inclined at 1.5:1. This manufactured slope should be a minimum of 15 feet from the toe of the natural slope. Fencing at the top of the manufactured slope will be constructed to provide additional protection. • Construction of a debris ditch with a 5-foot tall, 2:1 manufactured slope and 3-foot tall, top of slope impact wall. The impact wall should be designed using an equivalent fluid pressure of 125 pounds per cubic foot (pcf). The toe of the manufactured slope should be a minimum 15 feet from the toe of the natural slope. • Construction of a debris ditch with a 3-foot tall retaining wall. The base of the wall should be a minimum 15 feet from the toe of the natural slope. • Construct a 6-foot tall Caltrans-type rock fence that should be setback a minimum of 15 feet from the toe of the natural slope. • Implementation of a 50-foot setback from the toe of the natural slope to the property line of the proposed lots and construct fencing that will provide some additional measure of protection from rockfall hazards. <p>Specific Details for construction of these remediation options are provided in Geotechnical reports prepared by Leighton provided in Appendix F (CD #3).</p> <p>RH Zone 3 – Due to the abundant hazards in this zone, a regional remediation measure is recommended, as opposed to individual remediation/removal of specific hazardous rocks. However, due to the existence of local, large, rounded boulders located high up on the perimeter slopes in these areas, local blasting of these large fragments may be required in addition to the implementation of rockfall zone mitigation measures.</p> <ul style="list-style-type: none"> • Construction of a debris ditch with an 8-foot tall, 1.5:1 (horizontal to vertical) manufactured slope. Due to the granular nature of on-site soils, the slope will need to be reinforced with geogrid. This manufactured slope should be a minimum of 15 feet from the toe of the natural slope. A 5-foot tall fence constructed at the top of the 		<p>Prior to the issuance of a Grading permits in Planning Areas 66 and 68.</p>	<p>Planning Department</p>	<p>A Grading Plan shall be submitted to the Planning Department</p>		

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	<p>manufactured slope will provide additional protection.</p> <ul style="list-style-type: none"> • Construction of debris ditch with a 5-foot tall, 2:1 manufactured slope and 5-foot tall top of slope impact wall. The impact wall should be designed using an equivalent fluid pressure of 125 pcf. The toe of the manufactured slope should be a minimum 15 feet from the toe of the natural slope. • Construction of a debris ditch with a 5-foot tall retaining wall. The base of the wall should be a minimum 15 feet from the top of the natural slope. • Construct a 6-foot tall Caltrans-type rock fence that should be setback a minimum of 15 feet from the toe of the natural slope. • Implementation of a 75-foot setback from the toe of the natural slope to the future property line of the proposed lots and construct fencing that will provide some additional measure of protection from rockfall hazards. <p>Specific Details for construction of these remediation options are provided in geotechnical reports prepared by Leighton provided in Appendix F (CD #3).</p>						
	<p>Design Consideration (over-excavation and re-compaction of onsite alluvial soil)</p> <p>MM Geo 2: The upper 5 to 15 feet of alluvial soil is considered to be slightly, to moderately compressible, therefore, partial removal and re-compaction of this material will be necessary in areas where structures are planned, in order to reduce the potential for excessive total and differential settlement of the structures. The depth of removal and recompaction will be determined in the field based on conditions exposed but is expected to include complete removal of manure and organic-rich soil, complete removal of uncontrolled fill soils and removal of the upper 5 to 8 feet of alluvial soil.</p>	Less than significant	<p>Submittal of sampling and monitoring results, prior to the issuance of building permits</p> <p>Installation of mitigation materials completed prior to the issuance of Final Inspection</p>	<p>Building & Safety Department and Environmental Health Department</p> <p>Building & Safety Department</p>	<p>Testing report submitted to Building & Safety Department</p> <p>On-site inspection</p>	Less than significant with design consideration and mitigation	
	<p>MM Geo 3: Prior to issuance of a grading permit on any implementing project, an updated soils report and geotechnical study reviewing the most current development plan shall be prepared to analyze on-site soil conditions and slope stability and include appropriate measures to provide foundation stability, seismic design, and limit damage from erosion.</p>	Less than significant	Prior to issuance of Grading Permit on any implementing project	Planning Department County Geologist	An updated soils/geotechnical report shall be submitted with the Grading Plan to the Planning Department	Less than significant with design consideration and mitigation	

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HAZARDS	<p>Required regulations (SCAQMD Rules and Regulations pertaining to asbestos, DOT office of Hazardous Materials Safety regulations, and Titles 8, 22, and 26 or the CCR)</p> <p>MM Hazards-Mat 1: To assure that contaminated soils are not used on-site or improperly exported off-site, appropriate soils testing and handling shall occur. Prior to approval of tentative tract maps, site plans, or other discretionarily approvals for a given phase of development or specific plan area, the County shall confirm that a Phase I ESA has been prepared for the area that is the subject of the discretionary action. If a Phase I ESA has not been previously prepared for the area, a Phase I ESA shall be performed by a registered environmental assessor (REA) prior to the approval of the discretionary action. If the property had historically been used for agricultural activities, the Phase I ESA shall address the potential for pesticide residues. If potential hazardous materials or conditions are identified in the Phase I report, the recommendations of the ESA shall be implemented. Such recommendations could include surficial sampling and chemical analysis within agricultural areas or where soil staining was observed. The Phase I ESA shall be provided to the County of Riverside and shall be included in any CEQA analysis prepared in connection with the consideration of the future discretionary approvals for development.</p>	Significant	Prior to approval of any implementing project	Planning Department	Phase I Report shall be submitted to the Planning department	Less than significant with mitigation	
	<p>MM Hazards-Mat 2: To address impacts related to a release of hazardous materials into the environment, an asbestos and lead paint survey will be required prior to issuance of a demolition permit for the demolition of existing site structures. Recommendations of the study shall be implemented in compliance with all applicable regulations.</p>	Significant	Prior to demolition permit	Building & Safety Department	Submission of asbestos and lead paint survey	Less than significant with mitigation.	
	<p>MM Hazards-Mat 3: Removal of structures including buildings, tanks, or buried materials from contaminated areas will require monitoring by a Hazardous Materials trained archaeologist. If buried materials of potential historical, cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all work in that area shall be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines), avoidance or other appropriate measures as discussed in the Cultural Resources</p>	Significant	During earthwork on the site.	Planning Department/County Archaeologist	Report at the completion of in-field monitoring	Less than significant with mitigation	

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	Management Plan shall be implemented (See MM Cultural 1+ in Section 5.5 for further information).						
	MM Hazards-Mat 3a: If, while performing any excavation as part of project construction, material that is believed to be hazardous waste is discovered, as defined in Section 25117 of the California Health & Safety Code, the developer shall contact the County of Riverside Community Health Agency, Department of Environmental Health. Excavation shall be stopped until the material has been tested and the presence of hazardous waste has been confirmed. If no hazardous waste is present, excavation may continue. If hazardous waste is determined to be present, the County Department of Environmental Health will provide guidance regarding necessary oversight so that the material is be removed and disposed of pursuant to applicable provisions of California law.	Significant	During earthwork on the site.	Developer and County of Riverside Community Health Agency, Department of Environmental Health	Report at the completion of in-field monitoring	Less than significant with mitigation	
	MM Hazards-Mat 4: If the burn dump is not fully remediated by the time development starts, a 300-foot buffer from the burn dump site is required from any proposed development until remediation of the burn dump site is complete, or other measure acceptable to the RCWMD, such as a barrier, to eliminate exposure pathways will be completed. No setbacks or other measures to eliminate exposure pathways are required if remediation has been completed and cleared by the County and State Departments of Health.	Significant	Prior to construction start of Planning Areas 4, 6, 7, 10, & 12 and the Drainage Channel	Planning Department County of Riverside Waste Management Department Project Proponent	Prior to construction of PA 4, 6, 7, 10, & 12 and the Drainage Channel, the project proponent shall show proof from the County Waste Management Department that the dump site has been remediated.	Less than significant with mitigation	
	MM Hazards-Mat 4a: To properly assess the suitability of on-site soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of all Tentative Tract maps or site plans for a given phase of development. This evaluation will include an analysis of the organic matter content of soils on the site. If the organic matter content of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then manure will be removed from the site and properly disposed of, or mixed with other soils to reduce the organic matter to less than 2 percent prior to grading operations.	Less than significant	Prior to approval of all implementing maps for a given phase	Planning Department County Geologist	An updated soils/geotechnical report shall be submitted with the implementing maps to the Planning Department	Less than significant with design consideration and mitigation	
	Design Considerations (100-foot fuel modification zone, 500' of open space/regional park is designated between proposed development and the San Jacinto Wildlife Area). MM Hazards-Fire 5: All buildings shall be constructed with fire retardant roofing material as described in Section 1503 of	Significant	Prior to the issuance of building permits	Building & Safety Department and County Fire Department	Building Plans shall be submitted and approved	Less than significant with project design considerations and mitigation	

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	<p>the Uniform Building Code.</p> <p>MM Hazards-Fire 6: Prior to the approval of any development plan for lands adjacent to open space areas (Planning Areas 58, 66, 68, 69, 73, and 81), a fire protection/vegetation management (fuel modification) plan shall be submitted to the fire department for review and approval. The Homeowners' Association or appropriate management entity shall be responsible for maintaining the elements of the plan. If significant eligible cultural resources are located within or adjacent to a fuel modification zone, the fire protection/vegetation management plan shall be prepared in conjunction with parties knowledgeable about the cultural resources such as the County Archaeologist, and Native American representatives.</p>	Significant	Prior to construction of Planning Areas 58, 66, 68, 69, 73, and 81.	County Fire Department	A Fuel Modification Plan shall be submitted and approved by the Fire Department prior to construction of PA 58, 66, 68, 69, 73, and 81.	Less than significant with project design considerations and mitigation	
HYDROLOGY	<p>Required regulation (WQMP, General Plan policies: OS 3.3.) and Design Considerations (roadside swales, water quality basins, etc.).</p> <p>MM Hydro 1: To address potential significant adverse environmental impacts associated with interim conditions that may exist prior to the completion of the overall project storm drain and water quality treatment system, the following mitigation shall be required. Prior to approval of future Tentative Tract maps within THE VILLAGES OF LAKEVIEW SPECIFIC PLAN which are proposed prior to completion of the overall project drainage improvements, hydrology studies will be required to analyze potential impacts and identify any needed improvements within the tract and/or within the Specific Plan or offsite which are required to accommodate storm water flows and address water quality, as required by the County of Riverside and Regional Water Quality Control Board. Potential operational BMPs may include vegetated swales, sand filtration systems, water quality inlets, mechanical separators, and/or other proprietary devices as needed to treat expected pollutants from development (See Table 5.8-D.).</p>	Significant	Prior to the approval of tentative tract map for each implementing project	Riverside Flood Control District and/or Planning Department	Submittal of drainage studies and WQMP's to Riverside Flood Control District	Less than significant with mitigation, design consideration and regulatory compliance.	

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LAND USE	MM Land Use 1: To reduce potential significant adverse impacts due to incompatibility between agricultural uses and proposed suburban development, proposed residences, school buildings, and commercial structures shall be setback 300 feet from existing active agricultural uses of an offensive nature which are defined as: corrals, chicken houses, dairy waste ponds, manure stockpiles, or commercial livestock. This setback shall not apply to areas of the project where Ramona Expressway intervenes between active agriculture and proposed development because the expressway will act as the buffer. The 300-foot buffer area may include public road rights-of-way, parking lots, and service or maintenance areas. In addition to project edge conditions, the 300-foot setback shall also apply to interim conditions on-site between occupied project-related buildings and existing on-site agricultural uses of an offensive nature (e.g., chicken ranch) that are located in a later phase of project development and may remain operational while earlier phases of development are being built. (Same as MM Ag 1.)	Significant	Prior to the approval of tentative tract map for each implementing project	Planning Department	Tentative tract Maps shall be submitted to the Planning Department for approval. The TTM shall show the 300-ft setback from active agricultural uses.	Less than significant with mitigation	
	MM Land Use 2: To reduce potential land use density/intensity conflicts between existing rural residences on Mike Lane and future residential homes within Planning Areas 55, 57, and 58, a sight line study or evidence showing avoidance of views from proposed residences into existing homes on Mike Lane shall be submitted at the time of Tract Map submittal, or as otherwise approved by the Planning Director. Conflicts may be avoided through use of various means including but not limited to: location of windows and balconies, landscaping, walls, elevation differences, or setbacks.	Significant impact	Prior to the approval of tentative tract map for each implementing project	Planning Department	Tentative tract Maps shall be submitted to the Planning Department for approval. The TTM shall show the recommended setbacks and landscaping screens.	Less than significant with mitigation	
	MM Land Use 3: To eliminate inconsistencies with General Plan Policy LU.4.1, which encourages public art, and to provide a mechanism for interpretation of some of the historic land uses of the project site, public art and/or historic interpretation art or exhibits, shall be incorporated into the project in a minimum of three locations. At least one exhibit will focus on the project site’s prehistoric archaeological resources and interpretation at a location(s) to be determined at a later date depending on subject matter. Examples of the other exhibits may include but are not limited to: interpretative exhibits regarding the thoroughbred farm located within the park to be built in PA 53, art as a part of community entry monumentation, or art within fountains at a plaza within a pedestrian-oriented commercial center.	Significant impact	Prior to approval of VRPs for the Park Village, Town Center Village, and Enclave Village.	Planning Department	VRP submitted to Planning Department for approval.	Significant impacts related to inconsistencies with policies directed at conservation of agriculture, reduced commutes, and indirect effects of substantial population growth on open space and rural character remain with mitigation.	

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NOISE	MM Noise 1: Whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6 p.m. and 6 a.m. during the months of June through September and between 6 p.m. and 7 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.	Significant impact	During project construction	Building & Safety Department	On-site verification	Less than significant with mitigation.	
	MM Noise 2: Provide portable barriers for high-noise activities (dumping of ballast materials for example) taking place adjacent to existing sensitive receptors. The barrier is to be placed near the mass-producing equipment, between the noise source and the receptors. These barriers may be constructed on-site (for example) from 4-foot by 8-foot sheets of marine plywood (minimum one-inch thick) or one and one eighth inch (1 1/8") tongue-in-groove sub-floor, backed with three and a half inch (3 1/2") thick R-11 fiberglass insulation for sound absorption. Several such panels may be hinged together in order to be self-supporting and to provide a continuous barrier.	Significant impact	During project construction	Building & Safety Department	On-site verification	Less than significant with mitigation.	
	MM Noise 3: All construction vehicles and equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.	Significant impact	During project construction	Building & Safety Department	On-site verification	Less than significant with mitigation.	
	MM Noise 4: To the extent feasible, the noisiest operations shall be scheduled to occur simultaneously in the construction program to avoid prolonged periods of annoyance.	Significant impact	Prior to construction scheduling	Building & Safety Department	On-site verification	Less than significant with mitigation.	
	MM Noise 5: The construction contractor shall locate equipment/vehicle staging and stockpiling as far as practicable from existing residential dwellings and other noise-sensitive receptors.	Significant impact	During project construction	Building & Safety Department	On-site verification	Less than significant with mitigation.	
	MM Noise 6: Have no music or electronically reinforced speech from construction workers audible at noise-sensitive property.	Significant impact	During project construction	Project construction managers Building & Safety Department	On-site verification	Less than significant with mitigation.	
	MM Noise 7: All project workers exposed to noise levels above 80 dBA shall be provided with personal protective equipment for hearing protection (i.e., earplugs and/or earmuffs); areas where noise levels are routinely expected to exceed 80 dBA shall be clearly posted with signs requiring hearing protection be worn.	Significant impact	During project construction	Project construction managers Building & Safety Department	On-site verification	Less than significant with mitigation.	

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	<p>MM Noise 7a: The developer shall notify neighboring residents within ¼ mile of any areas that will require blasting, as to the timing and duration of any potential blasting activities associated with the proposed project. Notification shall take place a minimum of five working days prior to anticipated blasting activities.</p>	Significant impact	Notification shall take place a minimum of five working days prior to anticipated blasting activities.	Planning Department	Planning Department shall be notified at the same time residents are notified.	Less than significant with mitigation.	
	<p><i>To reduce or eliminate impacts related to the project exceeding Riverside County General Plan standards, the following mitigation measures shall be implemented:</i></p> <p>MM Noise 8: Prior to approval of each tentative tract and plot plan, an acoustical impact analysis shall be submitted with the required acoustical review application form and fees to Riverside County Department of Environmental Health Office of Industrial Hygiene for review and approval. The acoustical impact analysis will address the noise that might be produced from traffic with respect to residential structures and stationary noise sources and will identify the sound barrier requirements for each tentative tract or plot plan to ensure that the 65 dBA exterior standard for sensitive receptors is met. Sound barrier heights will be based upon specific lot configurations, landscaping, and other details provided with the tentative tract maps and plot plans. Required sound barriers shall be constructed prior to final inspection building permit issuance of the last residential/commercial unit. To retain visibility and access, a combination of setbacks, berms, and walls may be used to achieve acceptable noise levels.</p>	Significant impact	<p>Prior to approval of any implementing project, acoustical impact analysis approved.</p> <p>Prior to building permit issuance of the last residential/commercial unit the sound barrier, if required, shall be complete.</p>	Department of Public Health- Office of Industrial Hygiene	A Noise Study shall be submitted to the Office of Industrial Hygiene	<p>Less than significant with mitigation with respect to interior and exterior noise levels.</p> <p>Less than significant with 500-foot buffer with respect to potential project noise impacts on the SJWA.</p> <p>Less than significant with mitigation with respect to impacts from hunting on project residents.</p>	
	<p>MM Noise 9: Prior to issuance of building permits within a tract, a final noise study shall be submitted with the required acoustical review application form and fees to the Riverside County Department of Environmental Health Office of Industrial Hygiene for review and approval. The final noise study will verify the effectiveness of mitigation measures proposed in acoustical impact analysis required in MM Noise 8 and will calculate necessary Sound Transmission Class (STC) sound ratings for the windows of homes subject to exterior noise impacts greater than 65 dBA and provide the structural requirements necessary to meet an interior level of 45 dBA. A unit-to-unit transmission analysis should be performed for multi-family structures for structures containing more than one use (e.g., residential and</p>	Significant impact	Prior to the issuance of building permits	Department of Public Health- Office of Industrial Hygiene	A Final Noise Study shall be submitted to the Office of Industrial Hygiene	Less than significant with mitigation with respect to interior and exterior noise levels.	

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	commercial live-at-work buildings). This type of analysis attempts to ensure that noise does not spill from one unit over into another.						
	MM Noise 10: Prior to approval of a site development permit for commercial/office development, a noise study will be required for the final version of the commercial portions of the project site to ensure that noise from the commercial area will not impact adjacent residential land uses by exceeding the County’s noise limits of 65 dBA during the day and 45 dBA at night in any ten minute period. To retain visibility and access, setbacks, berms, and walls may be used to achieve acceptable noise levels.	Significant impact	Prior to approval of any implementing project	Department of Public Health- Office of Industrial Hygiene	A Final Noise Study shall be submitted to the Office of Industrial Hygiene	Less than significant with mitigation with respect to interior and exterior noise levels.	
	<i>To reduce impacts of noise from hunting activities in the SJWA, the following mitigation measure shall be implemented:</i> MM Noise 11: To inform future residents of The Village of Lakeview that hunting is allowed in the San Jacinto Wildlife Area, and their proximity to said hunting, which may cause loud intermittent noises from gunshots, a disclosure statement shall be provided to prospective buyers prior to the purchase of homes within the proposed project. A copy of the Department of Real Estate (DRE) White Report shall be given to the County Planning Department that the sales staff/escrow officers, for each housing area being sold have included such notification prior to Final Inspection.	Significant impact	Prior to the issuance of Final Inspection	Planning Department	Submittal of disclosure to the Planning Department	Less than significant with 500-foot buffer with respect to potential project noise impacts on the SJWA. Less than significant with mitigation with respect to impacts from hunting on project residents.	

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PUBLIC SERVICES	MM Fire 1: To assure that the project development does not proceed faster than adequate fire service facilities are provided, the necessary fire station identified in the Development Agreement shall be constructed and operational prior to issuance of building permit for the 5,500 th dwelling unit within the project, to accommodate the equipment and staff necessary to serve all development within THE VILLAGES OF LAKEVIEW Specific Plan in accordance with the terms of THE VILLAGES OF LAKEVIEW Development Agreement or other agreement with the Riverside County Fire Department.	Significant impact	Prior to the issuance of the 5,500 th Final Inspection Building Permit	County Fire Department		Less than significant with mitigation	
	MM Fire 2: To ensure that adequate fire stations are provided to serve project development, the Master Developer shall pay fire services development impact fees pursuant to Ordinance 659.7 or, provide land and/or facilities to satisfy Fire Department services standards and ensure the construction and operations of adequate fire stations in accordance with the terms of The Villages of Lakeview Development Agreement or other agreement with the Riverside County Fire Department.	Significant impact	Prior to the issuance of building permits	County Fire Department	Payment of Fees	Less than significant with mitigation	
	MM Fire 3: 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 review and approval by the Riverside County Fire Department.	Significant impact	Prior to the approval of Water and Sewer Plans	County Fire Department	Water Improvement Plans shall be submitted and approved by the County Fire Department	Less than significant with mitigation	
TRANS/TRAFFIC	Required regulations (TUMF, RBBB, DIF,) MM Trans 1: All roads shall be improved to the recommended General Plan or Specific Plan designation, as approved by the County Board of Supervisors, or as approved by the Transportation Department. If there is a conflict between the General Plan and Specific Plan, the General Plan designation would prevail unless specific findings are made by the County that the Specific Plan improvement is consistent with the General Plan.	Significant Impact	Ongoing	Transportation Department	Approval of Street Improvement Plans	Less than significant after mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>MM Trans 2: The project proponent shall prepare a traffic impact study for each “Village” of development within the SP. The Village-level traffic analysis will be a refinement of the SP Traffic Impact Analysis. Traffic studies for individual implementing projects may be required for individual implementing projects within the boundaries of Specific Plan No. 342, at the discretion of the Transportation Department. Traffic studies for individual implementing projects, if needed, shall identify the impacts of the implementing project and needed roadway improvements to be constructed prior to each implementing project.</p> <p>If development within SP 342 occurs in a different order than the phasing assumptions stated on page 3 of the County Condition of Approval 10. TRANS, or if phases overlap substantially, a new traffic study may be required to determine if any improvements from the prior un-built phase need to be constructed to mitigate impacts by the phase being developed.</p>	Significant Impact	<p>Concurrently with the first implementing map in each Village. Or As required by the Transportation Department.</p>	Transportation Department	Approval of traffic study	Less than significant with mitigation.	
	<p>MM Trans 3: Roadways internal to the project shall be constructed as needed for development; as determined on the basis of Village-level traffic studies.</p>	Significant Impact	Pursuant to Conditions of Approval for each implementing map.	Transportation Department	Traffic study	Less than significant with mitigation.	
	<p>MM Trans 4: Prior to the 1st occupancy, applicant shall widen Ramona Expressway to four lanes from westerly of Lakeview Avenue to easterly of Hansen Avenue, and signalize the intersection at Lakeview Avenue and Ramona Expressway.</p>	Significant Impact	Prior to 1 st Certificate of Occupancy	Transportation Department	Final Inspection of required improvements.	Less than significant with mitigation.	
	<p>MM Trans 5: At such time as the project phasing requires the construction of AA Street and its connection via Reservoir Avenue to Ramona Expressway, applicant shall install a traffic signal at the intersection of Reservoir Avenue and Ramona Expressway, connect Reservoir Avenue to Lakeview Avenue via an alignment approved by the Transportation Department, and close the intersection at Lakeview Avenue and Ramona Expressway. The new signal at Reservoir Avenue and Ramona Expressway is eligible for traffic signal fee credit in accordance with the County’s DIF Program.</p> <p>As an alternative, the project proponent shall provide a village-level traffic study to demonstrate that an interim/temporary solution is possible to mitigate the traffic impacts of the project and to provide accessibility until the grade separated interchange at Reservoir Avenue and Ramona Expressway is completed.</p>	Significant Impact	Prior to construction of AA Street and its connection via Reservoir Avenue to Ramona Expressway	Transportation Department	Approval of Street Improvement Plans or traffic study	Less than significant with mitigation.	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>MM Trans 6: Prior to the issuance of occupancy permits for the 1,201st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway to 4 lanes with a median between Lakeview Avenue and the existing 4-lane section of Ramona Expressway located easterly of the City of Perris, OR</p> <ul style="list-style-type: none"> - The County shall have awarded a construction contract, with full funding in place, for this improvement. - The widening of this section of Ramona Expressway may require construction of a bridge. The project shall receive credit against the TUMF fees and RBBB fees for this improvement. In the event that the cost of these improvements exceeds the project’s TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening and bridge improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) or other acceptable funding mechanism to fully fund any shortfall in the delivery of the four lane improvement. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate. 	Significant Impact	Prior to 1,201 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permits Or Award by County of construction contract with full funding in place	Transportation Department Building & Safety Department Project proponent	Approval of road and bridge Improvement Plans Payment of TUMF and RBBB fees by the project proponent	Temporary Significant Unavoidable project-specific and Cumulative Impacts After Mitigation	
	<p>MM Trans 7: Prior to the issuance of occupancy permits for the 1,201st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall install a traffic signal at Bridge Street/Ramona Expressway, and widen Ramona Expressway to 4 through lanes through the intersection, this improvement is eligible for traffic signal fee credit, or</p> <p>The County shall have awarded a construction contract, with full funding in place, for this improvement.</p>	Significant Impact	Prior to 1,201 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit Or Award of contract	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant After Mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>MM Trans 8: Prior to the issuance of occupancy permits for the 2,201st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway to 4 through lanes with a median from Hansen Avenue easterly to 5th Street, OR</p> <ul style="list-style-type: none"> - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project’s TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate. 	Significant Impact	Prior to 2,201 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit Or Award of contract	Transportation Department Building & Safety Department	Approval of Street Improvement Plans Payment of TUMF and RBBB fees	Temporary Significant Unavoidable project-specific and Cumulative Impacts After Mitigation	
	<p>MM Trans 9: Prior to the issuance of the 2,391st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall construct Reservoir Avenue as a two-lane facility between Nuevo Road and 10th Street, OR funding for this improvement shall be assured, otherwise.</p>	Significant Impact	Prior to 2,391 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit Or funding assured	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than Significant with mitigation	
	<p>MM Trans 10: Prior to the issuance of the 2,581st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Nuevo Road from two lanes to four lanes between Dunlap Road and Foothill Avenue, OR funding for this improvement shall be assured, otherwise.</p>	Significant Impact	Prior to 2,581 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit or funding is assured	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary Significant Unavoidable project-specific and Cumulative Impacts After Mitigation	
	<p>MM Trans 11: Prior to the issuance of the 2,741st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Nuevo Road from two lanes to four lanes between Foothill Avenue and Menifee Road, OR funding for</p>	Significant Impact	Prior to 2,741 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit or funding assured	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	this improvement shall be assured, otherwise.						
	<p>Signals</p> <p>To the extent that others have not installed the signals prior to the time they are needed for SP 0342, the proponent of SP 342 and all subsequent implementing projects within the Specific Plan shall be responsible for design, construction, and installation of traffic signals at the following off-site intersections or as approved by the Transportation Department.</p> <p>The timing of the off-site signal needs in each phase will be determined based on detailed Village-level traffic studies.</p> <p>The need for signals at on-site intersections will be determined based on detailed Village-level traffic studies.</p>						
	<p>MM Trans 12: The following signals shall be installed prior to the issuance of the 1,601st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</p> <ul style="list-style-type: none"> • Bridge Street (NS) at Ramona Expressway (EW) • Lakeview Avenue (NS) at Ramona Expressway (EW) - temporary connection, disconnected when signal or grade separation is installed at Reservoir Avenue (realigned) (NS) at Ramona Expressway (NS). • Hansen Avenue/Davis Road (NS) at Ramona Expressway (EW) (modification) • On-site signals as needed to support development 	Significant Impact	Prior to 1,601 st issuance of Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits or earlier, as determined by Village level traffic study	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant after mitigation	
	<p>MM Trans 13: The following signals shall be installed prior to the issuance of the 3,201st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</p> <ul style="list-style-type: none"> • Reservoir Avenue (NS) at 10th Street (EW) • Menifee Road (NS) at Nuevo Road (EW) • 5th Street/Town Center Boulevard (NS), or location in vicinity, at Ramona Expressway (EW) – temporary signal, disconnected when Town Center is connected to Ramona Expressway at its ultimate location. • On-site signals as needed to support development 	Significant Impact	Prior to 3,201 st issuance of Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>Intersections</p> <p>If, prior to the recordation of the first tract in Phase 1A or the issuance of a building permit for any non-residential uses in Phase 1A, funding is assured for the County-led improvements along the Ramona Expressway corridor, the mitigation measures preceded by ** may be waived at the discretion of the County.</p> <p><i>The following intersection improvements shall be provided prior to the issuance of the 1,601st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</i></p>						
	<p>MM Trans 14: The City of Perris and the County of Riverside are coordinating with Caltrans on the improvements at the I-215 interchange ramps. The following geometrics are included in the current Caltrans improvement plan for this intersection and are expected to be completed by this phase. The intersection of I-215 Southbound Ramps at Ramona Expressway shall be improved to provide the following geometrics:</p> <p>Northbound: Not applicable. Southbound: One left turn lane. One shared left turn and through lane. One right turn lane. Eastbound: One through lane. One shared through and right turn lane. Westbound: One left turn lane. Two through lanes.</p>	Significant	Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Final Inspection	Less than significant	
	<p>MM Trans 15: Improve the intersection of Hansen Avenue/Davis Road and Ramona Expressway to include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.</p>	Significant	Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 16: Improve the intersection of Lakeview Avenue and Ramona Expressway to provide signalization and include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One right turn lane. Westbound: One left turn lane. One through lane. One right turn lane.</p>	Significant	Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>MM Trans 17: Improve the intersection of Lakeview Avenue and 10th Street to provide signalization and include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One right turn lane. Westbound: One left turn lane. One shared through and right turn lane.</p>	Significant	Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary Significant Impact After Mitigation	
	<p>MM Trans 18: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics:</p> <p>Northbound: One shared left turn, through, and right turn lane. Southbound: One shared left turn, through, and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Westbound: One shared left turn, through, and right turn lane.</p>	Significant	Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant after mitigation	
	<p>MM Trans 19: **Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics:</p> <p>Northbound: Not applicable. Southbound: One left turn lane. One right turn lane. Eastbound: One left turn lane. Two through lanes. Westbound: One left turn lane. Two through lanes. One right turn lane.</p>	Significant	Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department Caltrans	Approval of Street Improvement Plans	Less than significant after mitigation.	
<p><i>The following intersection improvements shall be provided prior to the issuance of the 3,201st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</i></p>							
	<p>MM Trans 20: Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometrics:</p> <p>Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One right turn lane.</p>	Significant	Prior to the issuance of the 3,201 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permit	Transportation Department Building & Safety Department	Approval of Street Improvement Plans Or Village level traffic study	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Westbound: One left turn lane. One shared through and right turn lane. OR A village-level traffic study shall be provided to demonstrate that an interim/temporary solution is possible to mitigate the traffic impacts of the project and to provide accessibility until the grade separated interchange at Reservoir Avenue and Ramona Expressway is completed.						
	MM Trans 21: Improve the intersection of 5th Street and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes.	Significant	Prior to the issuance of the 3,201 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permit	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 22: Improve the intersection of Reservoir Avenue and 10th Street to provide signalization and include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant	Prior to the issuance of the 3,201 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permit	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 23: Improve the intersection of Lakeview Avenue and Nuevo Road to include the following geometrics: Northbound: Not applicable. Southbound: One left turn lane. One right turn lane. Eastbound: One left turn lane. One through lane. Westbound: One shared through and right turn lane.	Significant	Prior to the issuance of the 3,201 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permit	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary significant impact after mitigation	
	<i>Roadways internal to the project shall be constructed as needed for Phase I development per the following geometrics and as determined on the basis of Village-level traffic studies:</i>						
	MM Trans 24: Construct the intersection of Reservoir Avenue and AA Street to include the following geometrics: Northbound: One shared through and right turn lane. Southbound: One shared left turn and through lane. Eastbound: Not applicable. Westbound: One shared left turn and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>MM Trans 25: Construct the intersection of AA Street and NN Street to include the following geometrics:</p> <p>Northbound: One shared left turn and right turn lane. Stop controlled. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One shared left turn and through lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 26: Construct the intersection of CC Street and BB Street to include the following geometrics:</p> <p>Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Stop controlled. Eastbound: One shared left turn and through lane. Westbound: One shared through and right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 27: Construct the intersection of School Access and PP Street to include the following geometrics:</p> <p>Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Stop controlled. Eastbound: One shared left turn and through lane. Westbound: One shared through and right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 28: Construct the intersection of QQ Street and PP Street to include the following geometrics:</p> <p>Northbound: One shared left turn and right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Stop controlled. Westbound: One shared left turn and through lane. Stop controlled.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 29: Construct the intersection of Hansen Avenue and Project Access to include the following geometrics:</p> <p>Northbound: One shared through and right turn lane. Southbound: One shared left turn and through lane. Eastbound: Not applicable. Westbound: One shared left turn and right turn lane. Stop controlled.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>MM Trans 30: Construct the intersection of SS Boulevard and Project Access to include the following geometrics:</p> <p>Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One shared left turn, through, and right turn lane. Westbound: One shared left turn, through, and right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 31: Construct the intersection of SS Boulevard and MM Street to include the following geometrics:</p> <p>Northbound: One shared left turn, through, and right turn lane. Southbound: One shared left turn, through, and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 32: Construct the intersection of SS Boulevard and Lakeview Avenue to include the following geometrics:</p> <p>Northbound: One shared left turn and through lane. Southbound: One shared through and right turn lane. Eastbound: One shared left turn and right turn lane. Stop controlled. Westbound: Not applicable.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 33: Construct the intersection of Town Center Boulevard and Retail Access to include the following geometrics:</p> <p>Northbound: One shared through and right turn lane. Southbound: One shared left turn and through lane. Eastbound: Not applicable. Westbound: One shared left turn and right turn lane. Stop controlled.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 34: Construct the intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Boulevard to include the following geometrics: Northbound: One shared left turn and through lane. Stop controlled. Southbound: One shared through and right turn lane. Stop controlled. Eastbound: One shared left turn and right turn lane. Westbound: Not applicable.						
	MM Trans 35: Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees (Riverside County Traffic Signal Systems Fee Program).	Significant Impact	Prior to approval of each implementing map	Transportation Department	Payment of fees per the Riverside County Traffic Signal Systems Fee Program	Temporary significant impact after mitigation due to uncertain time of improvements	
	MM Trans 36: The project proponent shall be required to pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance of a building permit, pursuant to Ordinance No. 824.	Significant Impact	Issuance of Building Permit	Transportation Department	Payment of TUMF	Temporary significant impact after mitigation due to uncertain time of improvements	
	MM Trans 37: Prior to the issuance of building permits for any implementing project for SP 342, each implementing project within any phase of SP 342 shall be asked to pay the RBBB fee once it has been established and adopted. In the event the RBBB is not formed prior to the time when an implementing project is ready to record a map or obtain a building permit (for non-residential projects), the proponent of the implementing project will have the option of paying an estimated RBBB fee or constructing those RBBB roadway improvements identified by the Transportation Department based on the Traffic Impact Study Report needed to mitigate its proportional share of cumulative impacts, or as approved by the Transportation Department.	Significant Impact	Prior to issuance of Building Permits	Building & Safety Department	Payment of RBBB fees	Temporary significant impact after mitigation due to uncertain time of improvements	
	MM Trans 38: Proposed project-level mitigation measures shall be coordinated with the RBBB to ensure that they are in conformance with the ultimate improvements planned by the RBBB. The applicant shall be eligible to receive proportional credits against the RBBB for construction of project level mitigation included in the RBBB.	Significant Impact	Prior to approval of all street and other plans for all RBBB funded improvements	Transportation Department	Payment of RBBB fees	Temporary significant impact after mitigation due to uncertain time of improvements	
	Construction of the following roadways shall comply with Riverside County Standards as approved in SP 342. Roadways internal to the project shall be constructed as needed for development; as determined on the basis of village-level traffic studies.						
	MM Trans 39: Prior to the issuance of occupancy permits	Significant Impact	Prior to the issuance of Certificate of Occupancy	Transportation Department Building & Safety	Approval of Street Improvement Plans	Temporary significant impact after mitigation due	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	for the 4,001 st dwelling unit, or an equivalent amount of non-residential building permits: <ul style="list-style-type: none"> - Applicant shall widen Ramona Expressway to 4 lanes with a striped median from 5th Street to connect to the existing 4 lane section west of Warren Road, Or - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project’s TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate. 		for the 4,001 st dwelling unit or an equivalent amount of non-residential building permits	Department	Payment of TUMF and RBBB fees	to uncertain time of improvements	
	MM Trans 40: Prior to the issuance of the 4,331 st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve 10 th Street from two to four lanes between Reservoir Avenue and Hanson Avenue, OR funding for this improvement shall be assured, otherwise.	Significant Impact	Prior to the issuance of the 4,331 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building and Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>Signals</p> <p>To the extent that others have not installed the signals prior to the time they are needed for SP 0342, the proponent of SP 342 and all subsequent implementing projects within the Specific Plan shall be responsible for design, construction, and installation of traffic signals at the following off-site intersections or as approved by the Transportation Department.</p> <p>The timing of the off-site signal needs in each phase will be determined based on detailed village-level traffic studies.</p> <p>The need for signals at on-site intersections will be determined based on detailed village-level traffic studies.</p>						
	MM Trans 41: The following signals shall be installed prior to the issuance of the 5,101 st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building	Transportation Department Building and Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<ul style="list-style-type: none"> • Bridge Street (NS) at Gilman Springs Road (EW) • Yucca Avenue (NS) at 10th Street (EW) • On-site signals as needed to support development. 		permits				
	<p>Intersections</p> <p>If, prior to the recordation of the first tract or the issuance of a building permit for any non-residential uses in Phase 2, funding is assured for the County-led improvements along the Ramona Expressway corridor, the mitigation measures preceded by ** may be waved at the discretion of the County.</p> <p><i>The following intersection improvements shall be provided prior to the issuance of the 5,101st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of Village-level traffic studies:</i></p>						
	<p>MM Trans 42: **Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:</p> <p>Northbound: One shared left turn and right turn lane. Southbound: Not applicable. Eastbound: One through lane. One shared through and right turn lane. Westbound: One left turn lane. Two through lanes.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 43: **Improve the intersection of Bernasconi Road and Ramona Expressway to include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 44: **Improve the intersection of Hansen Avenue/Davis Road and Ramona Expressway to include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes. One</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	right turn lane.						
	<p>MM Trans 45: **Improve the intersection of Town Center Boulevard and Ramona Expressway to include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 46: **Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics:</p> <p>Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 47: Improve the intersection of Hansen Avenue and 10th Street - Wolfskill Avenue to provide signalization and include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 48: Improve the intersection of Bridge Street and Gilman Springs Road to include the following geometrics:</p> <p>Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One left turn lane. One through lane.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 49: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics:</p> <p>Northbound: One left turn lane. Two through lanes. One free-flow right turn lane.</p>	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Southbound: One left turn lane. One through lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane.		non-residential building permits				
	MM Trans 50: Improve the intersection of Reservoir Road/Menifee Road and Nuevo Road to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 51: Improve the intersection of Yucca Avenue and 10th Street to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 52: Improve the intersection of Antelope Road and Nuevo Road to include the following geometrics: Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Eastbound: One left turn. Two through lanes. Westbound: One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 53: Improve the intersection of Lakeview Avenue and 10th Street to provide signalization and include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	right turn lane. Eastbound: One left turn. One through lane. One shared through and right turn lane. Westbound: One left turn. One through lane. One shared through and right turn lane.						
	MM Trans 54: The intersection of Hansen Avenue (NS) at 10 th Street (EW) shall be signalized and improved to provide the following geometrics: Northbound: one left-turn lane, one shared through/right-turn lane. Southbound: one left-turn lane, one shared through/right-turn lane. Eastbound: one left-turn lane, one through lane, one shared through/right-turn lane. Westbound: one left-turn lane, one through lane, one shared through/right-turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
<i>Roadways internal to the project shall be constructed as needed for Phase 2 development per the following geometrics and as determined on the basis of Village-level traffic studies:</i>							
	MM Trans 55: Construct the signalized intersection of QQ Street and PP Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One left turn lane. One through lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 56: Construct the signalized intersection of SS Boulevard and Project Access to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 57: Construct the signalized intersection of SS Boulevard and MM Street to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.						
	MM Trans 58: Construct the signalized intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 59: Construct the signalized intersection of EE Street and Park Center Boulevard to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 60: Construct the signalized intersection of MM Street and Park Center Boulevard to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One left turn lane. One through lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 61: Construct the signalized intersection of Park Center Boulevard and FF Street to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.						
	MM Trans 62: Construct the intersection of Park Center Boulevard and VV Street to include the following geometrics: Northbound: One through lane. Southbound: One shared through and right turn lane. Eastbound: One right turn lane. Stop controlled. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 63: Construct the intersection of RR Street and DD Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Stop controlled. Westbound: One shared left turn and through lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 64: Construct the intersection of EE Street and DD Street to include the following geometrics: Northbound: One left turn lane. Southbound: Not applicable. Eastbound: One right turn lane. Stop controlled. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 65: Construct the intersection of EE Street and FF Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Southbound: One shared left turn, through, and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 66: Construct the intersection of OO Street and MM Street to include the following geometrics:	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>Northbound: One shared left turn, through, and right turn lane. Stop controlled.</p> <p>Southbound: One shared left turn, through, and right turn lane. Stop controlled.</p> <p>Eastbound: One shared left turn, through, and right turn lane.</p> <p>Westbound: One shared left turn, through, and right turn lane.</p>						
	<p>MM Trans 67: Construct the intersection of KK Street and MM Street to include the following geometrics:</p> <p>Northbound: One shared left turn, through, and right turn lane. Stop controlled.</p> <p>Southbound: One shared left turn, through, and right turn lane. Stop controlled.</p> <p>Eastbound: One shared left turn, through, and right turn lane.</p> <p>Westbound: One shared left turn, through, and right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 68: Construct the intersection of LL Street and MM Street to include the following geometrics:</p> <p>Northbound: Not applicable.</p> <p>Southbound: One shared left turn and right turn lane. Stop controlled.</p> <p>Eastbound: One shared left turn and through lane.</p> <p>Westbound: One shared through and right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 69: Construct the intersection of FF Street and GG Street to include the following geometrics:</p> <p>Northbound: Not applicable.</p> <p>Southbound: One left turn lane. Stop controlled.</p> <p>Eastbound: Not applicable.</p> <p>Westbound: One right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 70: Construct the intersection of II Street and HH Street to include the following geometrics:</p> <p>Northbound: Not applicable.</p> <p>Southbound: One shared left turn and right turn lane. Stop controlled.</p> <p>Eastbound: One shared left turn and through lane.</p> <p>Westbound: One shared through and right turn lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>MM Trans 71: Construct the intersection of HH Street and JJ Street to include the following geometrics:</p> <p>Northbound: One shared left turn and right turn lane. Stop controlled. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One shared left turn and through lane.</p>	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 72: Construct the intersection of II Street and JJ Street to include the following geometrics:</p> <p>Northbound: One right turn lane. Stop controlled. Southbound: Not applicable. Eastbound: Not applicable. Westbound: One left turn lane.</p>						
	<p>MM Trans 73: Prior to the issuance of the 6,671st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Reservoir Avenue from two lanes to four lanes between Nuevo Road and 10th Street, OR funding for this improvement shall be assured, otherwise.</p>	Significant Impact	Prior to the issuance of 6,671 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings or funding assured	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary significant impact	
	<p>MM Trans 74: Prior to the issuance of occupancy permits for the 8,681st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Reservoir Avenue to Hansen Avenue from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR</p> <ul style="list-style-type: none"> - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project’s TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of 	Significant Impact	Prior to the issuance of 8,681 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Payment of TUMF and RBBB fees	Less than significant after mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate.						
	<p>MM Trans 75: Prior to the issuance of occupancy permits for the 9,141st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Hansen Avenue to Park Center Boulevard from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR</p> <ul style="list-style-type: none"> - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project’s TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate. 	Significant Impact	Prior to the issuance of 9,141 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings or contract award	Transportation Department Building & Safety Transportation Department	Payment of TUMF and RBBB fees Street Improvement Plans Payment of TUMF and RBBB fees	Less than significant with mitigation	
	<p>MM Trans 76: Prior to the issuance of occupancy permits for the 9,551st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Reservoir Avenue westerly to the Perris City limits from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR</p> <ul style="list-style-type: none"> - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project’s TUMF and RBBB contributions 	Significant Impact	Prior to the issuance of 9,551 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings or award of contract	Transportation Department Building & Safety Department	Payment of TUMF and RBBB fees Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements.</p> <ul style="list-style-type: none"> - In addition to the County’s efforts to secure funding for the road widening and bridge improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate. 						
	<p>MM Trans 77: Prior to the issuance of occupancy permits for the 9,811th dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Park Center Boulevard to Bridge Street from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR</p> <ul style="list-style-type: none"> - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project’s TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate. 	Significant Impact	Prior to the issuance of 9,811 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings or contract award	Transportation Department Building & Safety Department	Payment of TUMF and RBBB fees Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>Signals</p> <p>To the extent that others have not installed the signals prior to the time they are needed for SP 0342, the proponent of SP 342 and all subsequent implementing projects within the Specific Plan shall be responsible for design, construction, and installation of traffic signals at the following off-site intersections or as approved by the Transportation Department.</p> <p>The timing of the off-site signal needs in each phase will be determined based on detailed village-level traffic studies.</p> <p>The need for signals at on-site intersections will be determined based on detailed village-level traffic studies.</p>						
	<p>MM Trans 78: The following signals shall be installed prior to the issuance of the 6,801st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</p> <ul style="list-style-type: none"> • Menifee Road (NS) at San Jacinto Road (EW) • Menifee Road (NS) at Mapes Road (EW) • Menifee Road (NS) at Nuevo Road (EW) (relocated) • Reservoir Avenue (NS) at 10th Street (EW) (Modification to add lanes) • Park Center Boulevard (NS), or location in vicinity, at Ramona Expressway (EW) – temporary signal to be removed when Park Center is connected to Ramona Parkway at its ultimate location. • Yucca Avenue (NS) at 10th Street (EW) (Modification to add lanes) • On-site signals as needed to support development 	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans79: The following signals shall be installed prior to the issuance of the 9,081st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</p> <ul style="list-style-type: none"> • Foothill Avenue (NS) at Nuevo Road (EW) • Antelope Road (NS) at Nuevo Road (EW) • On-site signals as needed to support development 	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>Intersections</p> <p>If, prior to the recordation of the first tract in Phase 3A or 3B, or the issuance of a building permit for any non-residential uses in Phase 3A or 3B, the County-led improvements along the Ramona Expressway corridor have been constructed and open to traffic, the conditions preceded by ** may be waived at the discretion of the County.</p> <p><i>The following intersection improvements shall be provided prior to the issuance of the 6,801st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</i></p>						
	<p>MM Trans 80: The City of Perris and the County of Riverside are coordinating with Caltrans on the improvements</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of	Transportation Department Building & Safety	Approval of Street Improvement Plans	Temporary significant project specific and	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>at the I-215 interchanges ramps. The above geometrics are included in the current Caltrans improvement plan for this intersection and are expected to be completed by this phase. The intersection of I-215 NB Ramps at Ramona Expressway shall be improved to provide the following geometrics:</p> <p>Northbound: One shared left turn and through lane. One right turn lane. Southbound: Not applicable. Eastbound: One left turn lane. Two through lanes. Westbound: Two through lanes. One free flow right turn lane.</p>		Occupancy or building permit for an equivalent amount of non-residential buildings	Department		cumulative impact after mitigation	
	<p>MM Trans 81: Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:</p> <p>Northbound: One shared left turn and through lane. One right turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 82: **Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometrics:</p> <p>Northbound: One left turn lane. One through lane. One free flow right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 83: **Improve the intersection of QQ Street/Town Center Boulevard and Ramona Expressway to include the following geometrics:</p> <p>Northbound: Two left turn lanes. One through lane. One right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: One left turn lane. Two through lanes. One free flow right turn lane. Westbound: One left turn lanes. Two through lanes. One right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>MM Trans 84: **Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics:</p> <p>Northbound: One left turn lane. One free flow right turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One right turn lane. Westbound: Two left turn lanes. Two through lanes.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 85: **Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics:</p> <p>Northbound: Not applicable. Southbound: One left turn lane. One right turn lane. Eastbound: One left turn lane. Two through lanes. Westbound: Two through lanes. One right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 86: **Improve the intersection of Warren Road and Ramona Expressway to include the following geometrics:</p> <p>Northbound: Two left turn lanes. One shared through and right turn lane. Southbound: One shared left turn, through and right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes. One right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary significant impacts	
	<p>MM Trans 87: Improve the intersection of Reservoir Avenue and 9th Street to include the following geometrics:</p> <p>Northbound: One through lane. One shared through and right turn lane. Southbound: One left turn lane. Two through lanes. Eastbound: Not applicable. Westbound: One shared left turn and right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	<p>MM Trans 88: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics:</p> <p>Northbound: One through lane. Two through lanes. One free flow right turn lane. Southbound: Two left turn lanes. One through lane. One shared through and right turn lane.</p>	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane						
	MM Trans 89: Improve the intersection of Lakeview Avenue and 10th Street to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 90: Improve the intersection of Antelope Road and Nuevo Road to include the following geometrics: Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Eastbound: One left turn lane. Two through lanes. Westbound: One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 91: Improve the intersection of Reservoir Road/Menifee Road and Nuevo Road to include the following geometrics: Northbound: One left turn lane. Two through lanes. One right turn lane. Southbound: One left turn lane. Two through lanes. One free flow right turn lane. Eastbound: Two left turn lanes. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 92: Improve the intersection of Menifee Road and San Jacinto Road to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: One left turn lane. One shared through and	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	right turn lane. Westbound: One left turn lane. One shared through and right turn lane.						
<i>The following intersection improvements shall be provided prior to the issuance of the 9,081st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</i>							
	MM Trans 93: **Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One shared through and right turn lane. Westbound: One left turn lane. Three through lanes.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 94: **Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One through lane. One free flow right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: Two left turn lanes. Three through lanes. One right turn lane. Westbound: Two left turn lanes. Three through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 95: **Improve the intersection of QQ Street/Town Center Boulevard and Ramona Expressway to include the following geometrics: Northbound: Two left turn lanes. One through lane. One right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: Two left turn lanes. Three through lanes. One free flow right turn lane. Westbound: Two left turn lanes. Three through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 96: **Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	geometrics: Northbound: One left turn lane. One free flow right turn lane. Southbound: Not applicable. Eastbound: Three through lanes. One right turn lane. Westbound: Two left turn lanes. Three through lanes.		permit for an equivalent amount of non-residential buildings				
	MM Trans 97: **Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics: Northbound: Not applicable. Southbound: One left turn lane. One right turn lane. Eastbound: One left turn lane. Three through lanes. Westbound: Three through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 98: **Improve the intersection of Bernasconi Road and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane. Westbound: One left turn lane. Two through lanes. One shared through and right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 99: Improve the intersection of Hansen Avenue and 10th Street/SS Boulevard to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 100: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics: Northbound: Two left turn lanes. Two through lanes. One free flow right turn lane. Southbound: Two left turn lanes. Two through lanes. One	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	right turn lane. Eastbound: Two left turn lanes. One through lane. One right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane.						
Roadways internal to the project shall be constructed as needed for development; as determined on the basis of village-level traffic studies and as described below.							
	MM Trans 101: Construct the signalized intersection of SS Boulevard and MM Street to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 102: Construct the signalized intersection of Town Center Boulevard and Retail Access to include the following geometrics: Northbound: One shared through and right turn lane. Southbound: One left turn lane. One through lane. Eastbound: Not applicable. Westbound: One left turn lane. One right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 103: Construct the signalized intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 104: Construct the signalized intersection of Park Center Boulevard and FF Street to include the following	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	geometrics: Northbound: One left turn lane. Two through lanes. One right turn lane. Southbound: One left turn lane. Two through lanes. One right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One right turn lane.						
	MM Trans 105: Construct the intersection of Park Center Boulevard and VV Street to include the following geometrics: Northbound: One through lane. One shared through and right turn lane. Southbound: One through lane. One shared through and right turn lane. Eastbound: One right turn lane. Stop controlled. Westbound: One right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 106: Construct the intersection of RR Street and DD Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Southbound: One shared left turn, through, and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 107: Construct the intersection of EE Street and DD Street to include the following geometrics: Northbound: One shared left turn and through lane. Southbound: One shared through and right turn lane. Eastbound: One shared left turn and right turn lane. Stop controlled. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 108: Construct the intersection of EE Street and FF Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.						
	MM Trans 109: Construct the intersection of OO Street and MM Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 110: Construct the intersection of KK Street and MM Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 111: Construct the signalized intersection of LL Street and MM Street to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 112: Construct the intersection of FF Street and GG Street to include the following geometrics: Northbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Southbound: One left turn lane. One right turn lane. Stop controlled. Eastbound: One left turn lane. One through lane. Westbound: One shared through and right turn lane.						
	MM Trans 113: Construct the intersection of TT Street and GG Street to include the following geometrics: Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Stop controlled. Eastbound: One shared left turn and through lane. Westbound: One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 114: Construct the intersection of II Street and JJ Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Stop controlled. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One shared left turn and through lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 115: Construct the intersection of TT Street and JJ Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Stop controlled. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One shared left turn and through lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 116: Construct the intersection of TT Street and UU Street to include the following geometrics: Northbound: One shared left turn and through lane. Southbound: One shared through and right turn lane. Eastbound: One shared left turn and right turn lane. Stop controlled. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 117: All improvements listed for Phases 1A, 1B, 2, 3A, and 3B are requirements for interim conditions only.	Significant Impact	Prior to approval of Street Improvement Plans	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County’s Road Improvement Standards and Specifications must be provided.						
	No mitigation required within the County.	Significant	Not Applicable	Not Applicable	Not Applicable	Significant project-specific impacts without mitigation Significant cumulative impacts	
	MM Trans 118: If Option A is implemented to move fill dirt from south of Ramona Expressway to north and to mitigate for the potential significant effect on the circulation system that would result if access to Ramona Expressway from the existing Lakeview/Nuevo community was eliminated, the intersection of Lakeview Avenue and Ramona Expressway shall be maintained during the months that Ramona Expressway is being used in its relocated location to the north. (See Section 5.14, Threshold C, pg. 5.14-178.)	Significant Impact	Prior to the issuance of the Grading permit	Transportation Department Building and Safety Department	Approval of a Traffic Control Plan Issuance of a Grading permit	Less than Significant with mitigation	
	MM Trans 119: If Option A is implemented to move fill dirt from south of Ramona Expressway to north, all construction management, staging and equipment parking areas shall be maintained in a location north of Ramona Expressway to avoid construction traffic driving through existing neighborhoods to get to existing signals, or causing traffic hazards by crossing at unsignalized locations.	Significant Impact	Prior to the issuance of the Grading permit	Transportation Department Building and Safety Department	Approval of a Traffic Control Plan Issuance of a Grading permit	Less than Significant with mitigation	
	MM Trans 120: If Option B is implemented, at least one lane of Ramona Expressway must remain open at all times during the construction of the over/under crossing. Traffic control plans shall be approved by the County prior to the issuance of encroachment permits for work within the right-of-way.	Significant Impact	Prior to the issuance of the Grading permit	Transportation Department Building and Safety Department	Approval of a Traffic Control Plan Issuance of a Grading permit	Less than Significant with mitigation	
	MM Trans 121: If the overcrossing (bridge) approach to Option B is implemented, bridge plans and specifications must include solid railings or other design features that would eliminate the risk of falling dirt and debris.	Significant Impact	Prior to approval of overcrossing plans	Transportation Department	Approval of a Traffic Control Plan and a Bridge Plan	Less than Significant with mitigation	
	MM Trans 122: Sight distance at the project entrance roadways shall be reviewed with respect to standard County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.	Significant Impact	Prior to the issuance of grading permits	Transportation Department	Approval of Street Improvement and grading Plans	Less than Significant with mitigation	
	MM Trans 123: Signing/stripping plans shall be provided to the County for review and approval in conjunction with detailed construction plans for the project on-site roads.	Significant Impact	Prior to the issuance of approval of street improvement plans	Transportation Department	Approval of Signing and Striping Plan	Less than Significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
<p>UTILITIES</p>	<p>Required regulations (SB 610, SB 221, General Plan policies (OS 1.1, OS 2.1, OS2.3, OS 2.4, OS 4.5, LU 5.3))</p> <p>MM Util 1: To mitigate potential significant impacts to disruption of water supply due to lack of access by Metropolitan Water District's (MWD) and/or Eastern Municipal Water District's (EMWD) to existing facilities and rights-of-way within and immediately adjacent to the boundaries of the project, EMWD and MWD shall be allowed to maintain facilities, rights-of-way and access to their existing facilities at all times in order to repair and maintain these facilities. To avoid potential conflicts, preliminary engineering design drawings or improvement plans for any project activity, including but not limited to recreational facilities and storm drain plans, in an area which would impact one or more of these facilities or rights-of-way shall be submitted to EMWD or MWD, as appropriate, for approval to proceed. All submittals shall clearly delineate the respective water facility and rights-of-way.</p>	<p>Significant impact</p>	<p>Prior to the approval of any implementing project</p>	<p>EMWD and/or MWD</p>	<p>Water and Sewer Plans shall show EMWD and MWD easements and right-of-way.</p>	<p>Less than significant with regulatory compliance and mitigation</p>	
	<p>Required regulation (General Plan policies (S 4.10, OS 2.2, LU 5.2)) and Design Considerations (in accordance with RCFCWCD, SWPPP, WQMP)</p> <p>MM Util 2: To mitigate for potential traffic impacts along Ramona Expressway boring and tunneling techniques shall be used, if feasible, to construct the main storm drain channel which crosses under Ramona Expressway and is located west of Town Center Boulevard . If this construction method is found to be infeasible, MM Util 2a shall be implemented.</p>	<p>Significant impact</p>	<p>Prior to the issuance of a Grading permit for the channel</p>	<p>Transportation Department &/or Riverside County Flood Control District</p>	<p>Approval of Storm Drain Plan specifying boring/tunneling under Ramona Expressway</p>	<p>Less than significant with mitigation</p>	
	<p>MM Util 2a: Should crossing or open trenching through the Ramona Expressway be required as a part of the construction of the storm drain channel identified in MM Util 2, temporary traffic control measures including but not limited to, flagmen, temporary median barriers, or realigned roadway segments shall be used to maintain two-way traffic at all times. A traffic control plan shall be submitted for approval to RCFCWCD and County Transportation Department with the construction documents for the channel.</p>	<p>Significant impact</p>	<p>Prior to the issuance of a Grading permit</p>	<p>Transportation Department &/or Riverside County Flood Control District</p>	<p>Approval of Traffic Control Plan</p>	<p>Less than significant with mitigation</p>	

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	<p>MM Util 3: To avoid potential significant flooding or water quality impacts which would result if the necessary phased stormdrain system facilities were not in place, interim/temporary and/or final/permanent facilities shall be constructed to alleviate flooding and water quality impacts associate with each proposed phase of development. At the time of tract map approval, the storm drain system requirements must be identified and submitted to RCFCWCD and the County Planning Department for approval.</p>	Significant impact	Prior to the approval of tentative tract map for each implementing project	Riverside Flood Control District Planning Department	The Storm Drain Plan shall be submitted to Riverside Flood Control District & Planning Department for approval	Less than significant with mitigation	
	<p>MM Util 3a: In the event the applicant widens Ramona Expressway, storm flows discharged from culverts on the north side of Ramona Expressway east of Towne Center Parkway will be spread out by mitigation structures constructed in accordance with Riverside County Flood Control and Water Conservation District standards in an effort to duplicate the existing drainage pattern.</p>	Significant impact	Prior to widening of Ramona Expressway	Riverside Flood Control District Planning Department	The Storm Drain Plan shall be submitted to Riverside Flood Control District & Planning Department for approval	Less than significant with mitigation	
	<p>Required regulations (Title 24, SB 1305, General Plan policies (LU 5.2, 5.4), SCE’s policy and extension rules)</p> <p>MM Util 4: Prior to recordation of a final map by the County, the current or subsequent project applicant shall construct, or enter into an agreement and post security, in a form and amount acceptable to the Building and Safety Department, guaranteeing the undergrounding of proposed utility distribution lines in conformance with applicable County standards and the County’s Capital Improvement Policy.</p>	Significant impact	Prior to the approval of the Prior to recordation of Final Map	Building & Safety Department	Posting of Bonds	Less than significant with mitigation	
	<p>MM Util 5: Tentative Tract maps shall be conditioned to require that all electrical service lines (excluding transmission lines) serving development within the project will be installed underground. This includes existing service facilities that may have to be relocated temporarily during grading.</p>	Significant impact	Prior to the approval of tentative tract map for each implementing project	Planning Department	Approval of Tentative Tract Map and/or Utility Plan	Less than significant with mitigation	
	<p>MM Util 6: The contractor shall temporarily relocate existing overhead facilities, as necessary to maintain service, while grading and installing the new underground system is underway.</p>	Significant impact	Prior to the issuance of a Grading Permit	Building & Safety Department	The Grading plans shall indicate existing and temporary overhead lines necessary to maintain service	Less than significant with mitigation	
	<p>Required regulations (General Plan policies(LU 5.2), SCGC’s policy and extension rules)</p> <p>MM Util 7: Gas service shall remain available to all existing customers during construction of new and replacement gas lines within the project site.</p>	Significant impact	Prior to the issuance of a Grading Permit	Building & Safety Department	Grading plans shall indicate existing gas lines that will assure service is maintained to existing customers	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>MM Util 8: To assure that SCGC facilities are secure, access is maintained, and grading does not become a hazardous situation, a chain link fence (or as approved by the Planning Department) shall be installed around the existing pressure control facility located on Davis Road. Truck access shall be provided by the developer to the 36-inch line and the pressure control facility to the satisfaction of SCGC. Any grading done within the transmission easement shall require a “permission to grade” letter from SCGC after review of final grading plans and prior to County issuance of a grading permit.</p>	Significant impact	Prior to County acceptance to vacate Davis Road or grading permits in that area, whichever occurs first	The Project Proponent, Transportation Department and Building & Safety	Developer to provide to County "permission to grade" letter from SCGC indicating that all requirements of this mitigation measure are satisfied	Less than significant with mitigation	
	<p>Required regulations (AB 939, AB 1327, General Plan polices (OS 13.1, AQ 5.1))</p> <p>MM Util 9: The project proponent shall make every effort feasible to recycle, reuse, and/or reduce the amount of construction and demolition materials (i.e., concrete, asphalt, wood, etc.) generated by development of the project that would otherwise be taken to a landfill. This diversion of waste must exceed a 50 percent reduction by weight. The project shall use complete the Riverside County Waste Management Department Construction and Demolition Waste Diversion Program – Form B and Form C process as evidence to ensure compliance. Form B – Recycling Plan must be submitted and approved by the Riverside County Waste Management Department and provided to the Department of Building and Safety prior to the issuance of building permits. Form C- Reporting Form must be approved by the Riverside County Waste Management Department and submitted to the Department of Building and Safety prior to the issuance of certificate of occupancy/final inspection. This evidence shall be presented by the developer to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project.</p>	Significant impact	<p>Form B prior to Building Permit Issuance</p> <p>Form C prior to the issuance of Final Inspection</p>	Planning Department/ Recycling Division	Verification of programs shall be submitted	Less than significant with mitigation	
	<p>MM Util 10: The Homeowners Association established for the proposed development shall establish green waste recycling through its yard maintenance or waste hauling contracts. Green waste recycling includes such things as grass recycling (where lawn clippings from a mulching-type mower are left on the lawn) and on- or off-site composting. This measure shall be implemented to reduce green waste going to landfills. If such services are not available through the yard maintenance or waste haulers in the area, the HOA shall provide individual homeowners with information about ways to recycle green waste individually and collectively. Homeowners shall be notified of such in the CC & Rs.</p>	Significant impact	Prior to recordation of Final Map	Home Owners Association County Counsel	Verification of programs shall be submitted to County Planning	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	<p>MM Util 11: To assure compliance with the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), which requires the local jurisdiction to require adequate areas for collecting and loading recyclable materials, prior to issuance of Building Permits for any multi-unit residential, commercial or industrial facilities, clearance from the Riverside County Waste management Department is needed to verify compliance with AB 1327 in terms of installation of recycling access areas at these facilities.</p>	Significant	Prior to the issuance of building permits	Riverside County Waste Management Department	Verification of installation of recycling areas	Less than significant with mitigation	

2
3 **RESOLUTION NO. 2010-88**
4 **CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 471,**
5 **AND ADOPTING SPECIFIC PLAN NO. 342**
6 **(THE VILLAGES OF LAKEVIEW)**

7 **WHEREAS**, pursuant to the provisions of Government Code Section 65450 et seq., a
8 public hearing was held before the Riverside County Board of Supervisors in Riverside,
9 California on December 15, 2009, the public hearing was closed on December 15, 2009; the
10 decision and deliberation was deferred to January 26, 2010, then deferred once more to February
11 23, 2010 at which hearing the Board tentatively approved certification of Environmental Impact
12 Report No. 471 and Specific Plan No. 342 (The Villages of Lakeview); and a public hearing was
13 held before the Riverside County Planning Commission in Riverside, California on September
14 16, 2009, October 21, 2009, November 4, 2009, November 18, 2009, and December 2, 2009 to
15 consider Specific Plan No. 342 (The Villages of Lakeview); and,

16 **WHEREAS**, all the procedures of the California Environmental Quality Act ("CEQA"),
17 the CEQA Guidelines, and the Riverside County CEQA implementing procedures have been
18 met, and Environmental Impact Report No. 471 ("EIR"), prepared in connection with Specific
19 Plan No. 342 and related cases, including General Plan Amendment No. 720 (GPA00720) and
20 No. 721 (GPA00721), and Change of Zone No. 7055 (referred to collectively herein as "the
21 project" or "the proposed project"), is sufficiently detailed so that all the potentially significant
22 effects of the project on the environment and measures necessary to avoid or substantially lessen
23 such effects have been evaluated in accordance with the above-referenced Act and procedures;
24 and,

25 **WHEREAS**, on July 20, 2006, the County published and circulated a Notice of
26 Preparation and Initial Study for a period of thirty (30) days from July 20 to August 21, 2006,
27 and the comments received in response to the Notice of Preparation were considered by the
28 County in preparing the EIR and were included as Appendix A to the EIR; and

FORM APPROVED COUNTY COUNSEL
BY: *[Signature]*
LARISSA S. MOYENNA 3/17/10

1 **WHEREAS**, on February 19, 2009, the County issued a Notice of Completion and
2 Notice of Availability of a Draft EIR, and published the Draft EIR for public review and
3 comment for a period of 45-days which period was extended by fifteen (15) days for a sixty (60)
4 comment period terminating on April 22, 2009; and

5 **WHEREAS**, in August, 2009, the County published a Final EIR and has presented the
6 Final EIR to the decision-making body for its consideration of the proposed project, and which
7 Final EIR consists of the following:

- 8 (1) Draft EIR and Appendices A-N, dated February, 2009;
- 9 (2) Comments received on the Draft EIR and Responses to those Comments,
10 published in Final EIR, dated August, 2009; and
- 11 (3) Annotated Draft EIR which consists of the Draft EIR with corrections and
12 additions that were identified in the Responses to Comments, dated August, 2009.

13 **WHEREAS**, CEQA Section 21081 requires that "No public agency shall approve or
14 carry out a project for which an environmental impact has been certified which identifies one or
15 more significant effects on the environment that would occur if the project is approved or carried
16 out unless both of the following occur:

- 17 (a) The public agency makes one or more of the following findings with respect to
18 each significant effect:
 - 19 (1) Changes or alterations have been required in, or incorporated into, the
20 project which mitigate or avoid the significant effects on the environment.
 - 21 (2) Those changes or alterations are within the responsibility and jurisdiction
22 of another public agency and have been, or can and should be, adopted by that
23 other agency.
 - 24 (3) Specific economic, legal, social, technological, or other considerations,
25 including considerations for the provision of employment opportunities for highly
26 trained workers, make infeasible the mitigation measures or alternatives identified
27 in the environmental impact report.

1 (b) With respect to significant effects which were subject to a finding under
2 paragraph (3) of subdivision (a), the public agency finds that specific overriding
3 economic, legal, social, technological, or other benefits of the project outweigh the
4 significant effects on the environment; and

5 **WHEREAS**, the matter was discussed fully with testimony and documentation presented
6 by the public and affected government agencies; and

7 **WHEREAS**, the County reviewed and considered all comments, both oral and written,
8 presented during the Planning Commission and Board of Supervisor hearings, and reviewed and
9 considered the responses to the comments received after publication of the Final EIR, which
10 responses have been included in and are made part of the record before the County.

11
12 **NOW, THEREFORE, BE IT RESOLVED, FOUND, DETERMINED, AND**
13 **ORDERED** by the Board of Supervisors of the County of Riverside, in regular session
14 assembled on March 23, 2010, that:

15 A. Specific Plan No. 342 is a 2,786-acre planned community located northerly of
16 Wolfskill Avenue and Pulsar View Road, south of Marvin Road, east of the San
17 Jacinto River, and west of the border of the City of San Jacinto. It proposes the
18 construction of a maximum of 11,150 dwelling units on 1,037 acres, of which no
19 more than 1,500 will be developed north of Ramona Expressway. Land uses
20 include: 1,037 acres designated for residential uses which may include 8,050
21 dwelling units, 288 acres for a mixed-use town center area which may include
22 500,000 square feet of commercial uses maximum and 3,100 dwelling units, 155
23 acres of park areas, 156 acres of public facility areas, 1,003 acres of open space,
24 and 147 acres for major roads.

25 B. Specific Plan No. 342 is associated with General Plan Amendments No.'s 720 and
26 721, which were considered concurrently at the public hearing before the Planning
27 Commission and the Board of Supervisors. General Plan Amendment No. 720
28

1 proposes to change the existing land use designations on the subject site from
2 Agriculture, Open Space – Conservation, Open Space-Conservation Habitat, Rural
3 Mountainous, Rural Residential, Very Low Density – Rural Community, Low
4 Density-Rural Community, Commercial Retail, Very Low Density Residential,
5 Low Density Residential, and Light Industrial to Specific Plan No. 342. General
6 Plan Amendment No. 721 proposes the upgrading and downgrading of numerous
7 trails and roadway designations, including but not limited to: the elimination of 9th
8 Street/Yucca Avenue as a through street through the project easterly; the rerouting
9 of 10th Street/Wolfskill Avenue as a Major roadway east of Hanson Avenue, the
10 reclassification of Hanson Avenue from a Major Roadway to a Collector Street;
11 and Bridge Street, 3rd Street, 5th Street, and 6th Street will be eliminated on the
12 project site; and access to the Ramona Expressway will be shifted to Town Center
13 and Park Center Boulevards. General Plan Amendment No. 721 will also amend
14 the Circulation Element Trails and Bikeway System to include the Community
15 Trail designation for a number of the trails proposed within the project boundary.

16 C. Specific Plan No. 342 is associated with Change of Zone Case No. 7055, which
17 was considered concurrently at the public hearing before the Planning
18 Commission and the Board of Supervisors. Change of Zone Case No. 7055
19 proposes to change the existing zoning classifications of A-1-10 (Light
20 Agriculture with a 10-acre minimum lot size), A-2-10 (Heavy Agriculture with a
21 10-acre minimum lot size), A-P (Light Agriculture with Poultry), C-R
22 (Commercial Retail), M-SC (Manufacturing – Service Commercial), R-A-1
23 (Residential Agricultural with a 1-acre minimum lot size), R-A-10 (Residential
24 Agricultural with a 10-acre minimum lot size), and R-R (Rural Residential), R-A
25 (Residential Agricultural), R-A-2 1/2 (Residential Agricultural with a 2-1/2 acre
26 minimum lot size), and N-A-640 (Natural Assets) to SP (Specific Plan). The SP
27
28

1 zoning classification would establish those development standards required to
2 implement the Specific Plan.

3
4 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following
5 environmental impacts identified in the EIR No. 471 and associated with adoption and
6 implementation of The Villages of Lakeview Project, including Specific Plan No. 342 were
7 determined to be less than significant through compliance with existing laws, regulations and
8 policies and/or implementation of project design considerations, all of which were identified and
9 discussed in the DEIR, and for which no mitigation measures were required. These
10 determinations were based upon substantial evidence in the record, and no substantial evidence
11 was submitted to or identified by the County which would indicate that the impacts set forth
12 below were significant and required mitigation:

- 13 (1) Aesthetics: The project will not interfere with the night time use of the
14 Mt. Palomar Observatory, as protected through Riverside County
15 Ordinance No. 655, as a result of the project's compliance with existing
16 regulatory requirements.
- 17 (2) Air Quality: The project has a less than significant impact on CO Hot
18 Spots, as it will not violate any State or federal standards with respect to
19 CO emissions at measured "hot spots." The project will not expose
20 sensitive receptors located within one mile of the project site to substantial
21 point source emissions generated by the project. Although the project will
22 involve the construction of sensitive receptors located within one mile of
23 the Nutrilite facility, and existing point source emitter, the project's
24 proximity to the Nutrilite facility will not exposes sensitive receptors to
25 toxic air contaminants that exceed the threshold of significance, or a
26 hazard index of 1.0 or greater for chronic non-cancer risks associated with
27 toxic air contaminants.

1 (3) Biology: The project will not conflict with any local policies or
2 ordinances protecting biological resources, such as a tree preservation
3 policy, as a result of project design considerations and compliance with
4 existing regulatory requirements.

5 (4) Geology: The project and project site is potentially subject to strong
6 seismic groundshaking that could expose people and structures to potential
7 substantial adverse effects, but this potential impact was determined to be
8 less than significant through compliance with existing Riverside County
9 Standards relating to groundshaking and compliance with the State
10 Alquist-Priolo Act. The project could be subject to geologic hazards such
11 as seiche, mudflow, or dam failure, but this impact was determined to be
12 less than significant through compliance with existing required State law
13 (California Civil Code Section 1103-1103.4) and General Plan policies.
14 The project will have a less than significant impact on deposition,
15 siltation, or erosion which may modify the channel of a river or stream or
16 the bed of a lake as a result of compliance with existing regulations, such
17 as preparation and compliance with a Stormwater Pollution Prevention
18 Plan and Water Quality Management Plan. The project's impact with
19 respect to encountering areas with organic material in soil that exceed
20 County requirements can be reduced to less than significant through
21 compliance with existing regulations, such as County Requirements for
22 Methane Mitigation Protocol on Vacant Lots.

23 (5) Hazards: The project will not create a significant hazard to the public or
24 the environment through routine transport, use, or disposal of hazardous
25 materials because it is required to comply with existing federal and state
26 regulations that regulate the manufacture, transport, and packing of
27 hazardous materials. The project will not impair implementation of or
28

1 physically interfere with an adopted emergency response plan through
2 compliance with existing regulations, specifically County of Riverside
3 Ordinance No. 787.1, General Plan policy S5.1, and compliance with the
4 Uniform Fire Code. The project will not have a significant impact on
5 emitting hazardous emissions or handling hazardous or acutely hazardous
6 materials as a result of compliance with existing regulations, specifically
7 County Fire Code, the requirements of the California Health and Safety
8 requiring the preparation and implementation of Business Emergency
9 Plans.

10 (6) Hydrology: The project will not substantially alter existing drainage
11 pattern of the site or area, including the alteration of the course of a stream
12 or river, in a manner which would result in substantial erosion or siltation
13 on- or off-site through compliance with existing regulations, such as the
14 Water Quality Management Plan, General Plan policies OS 3.3, OS 5.3
15 and the Specific Plan Drainage Plan Development Standards. The project
16 will not violate any water quality standards or waste discharge
17 requirements through compliance with existing laws and regulations such
18 as the National Pollutant Discharge Elimination System (NPDES), Water
19 Quality Management Plan, and General Plan policy OS 3.3. The project
20 will not substantially deplete groundwater supplies or interfere
21 substantially with groundwater recharge such that there would be a net
22 deficit in aquifer volume or a lowering of the local groundwater table level
23 through implementation of design considerations, specifically The
24 Villages of Lakeview Specific Plan Drainage Plan Development Standards
25 and Drainage Plan. The project will not place housing within a 100 year
26 flood plain or in a FEMA mapped area. The project will have a less than
27 significant impact with respect to placing structures within a 100-year
28

1 flood hazard area by implementation of design considerations, specifically
2 construction of the proposed backbone drainage facilities, passive parks,
3 Line A and water quality basins. The project will not otherwise
4 substantially degrade water quality through compliance with existing
5 regulations such as the Stormwater Pollution Prevention Plan, General
6 Plan policy OS 3.3 and the Water Quality Management Plan which is a
7 design consideration. These same design considerations and compliance
8 with design guidelines for swales and debris basins will result in a less
9 than significant impact on the operation of new or retrofitted storm water
10 Treatment Control Best Management Practices (BMPs) (e.g., water quality
11 treatment basins, constructed treatment wetlands). The project will not
12 result in a change in absorption rates or the rate and amount of surface
13 run-off through compliance with existing regulatory requirements, and
14 project design considerations (open space preservation, parks and tree
15 planting, and increasing floodplain storage capacity). The project will not
16 expose people or structures to a significant risk of loss, injury or death
17 involving flooding through compliance with existing regulatory
18 requirements. The project will not change the amount of surface water in
19 any water body through implementation of design considerations,
20 specifically the Project Master Drainage Plan.

21 (7) Land Use: The project will not have an adverse significant effect on land
22 use within a city sphere of influence and/or within adjacent city or county
23 boundaries. The project will not be inconsistent with the site's existing or
24 proposed zoning. The project will not disrupt or divide the physical
25 arrangement of an established community.

26 (8) Public Services: The project will not result in a substantial adverse
27 physical impacts associated with the provision of new or physically altered
28

1 medical service facilities, the construction of which could cause
2 significant environmental impacts because the project is required to
3 comply with and implement existing regulations and previously-adopted
4 requirements such as Mitigation Measure 4.15.7A of the County General
5 Plan EIR as well as project design considerations such as providing health
6 clinics, educational programming, and medical clinics on-site. The project
7 will not result in significant impacts to library services through
8 compliance with Ordinance No. 659.6 and project design considerations
9 which include providing a library as part of the project. The project will
10 not adversely affect school facilities through compliance with State law
11 which requires the payment of school mitigation fees. The project will not
12 result in an adverse impact on the sheriff services through compliance
13 with Ordinance No. 659.6 and General Plan policy LU 5.1.

14 (9) Recreation: The project provision of recreational facilities will not have a
15 significant adverse physical effect on the environment due to compliance
16 with General Plan policies OS 20.4, OS 20.5 and OS 20.6. The project
17 provides adequate park land and/or fees through compliance with required
18 regulations, specifically Riverside County Ordinance No. 460.143, Section
19 10.35 and project design considerations, specifically Specific Plan
20 Standard B.1.d.12. The project includes neighborhood and regional parks
21 to avoid impacts to existing neighborhood and regional parks. This impact
22 is addressed through compliance with existing regulations Riverside
23 County Ordinance No. 460.143, Section 10.35, and project design
24 considerations, specifically Specific Plan Standard B.1.d.12. The project
25 also provides recreational trails that connect to regional and local trails.

26 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following
27 environmental impacts associated with The Villages of Lakeview project, including Specific
28

1 Plan No. 342, are potentially significant unless otherwise indicated, but each of these impacts
2 will be avoided or substantially lessened by the identified mitigation measures, and that for each
3 of the following impacts, the Board of Supervisors finds, based upon substantial evidence in the
4 record and, in accordance with CEQA Section 21081(a)(1), that "Changes or alterations have
5 been required in, or incorporated into, the project which mitigate or avoid the significant effects
6 on the environment," as follows:

7 A. Aesthetics

8 1. Impacts:

9 The development of the project will have a substantial effect upon
10 Ramona Expressway, a County Eligible Scenic Highway corridor.
11 Additionally, the project has the potential to substantially damage
12 scenic resources on site, and will create of an aesthetically
13 offensive site open to public view from Wolfskill Avenue, Mike
14 Lane and Poppy Lane. These are significant impacts which will be
15 mitigated to below a level significance. Aesthetic impacts to
16 Ramona Expressway will be mitigated by compliance with
17 General Plan policies LU 13.1, 2 and 5, and OS 21.1, 22.1, and
18 22.3 which require among other design components a 50-foot
19 setback from Ramona Expressway, and undergrounding utility
20 lines on Ramona Expressway, and compliance with MM
21 Aesthetics 1 and 2. Potential aesthetic impacts to scenic resources
22 on the project site will be mitigated through regulatory compliance
23 with General Plan policies regarding avoiding the blocking of
24 public views with solid walls, and incorporation of project design
25 considerations such as providing a 30-foot equestrian trail along
26 the project's southern boundary and trail access to the Lakeview
27 Mountains) as well as compliance with MM Aesthetics 3 which
28

1 requires the preservation of existing mature trees and the potential
2 replacement of trees along the entry to the thoroughbred farm, if
3 required. Finally, the project minimizes potential impacts to the
4 obstruction of prominent scenic vistas or views open to the public
5 through compliance with General Plan policies regarding
6 avoidance of public view blockage and preserving views of the
7 Lakeview Mountains as set forth in LU 13.1, 2, and 5 and OS 21.1,
8 22.1 and 22.3., as well as compliance with MM Aesthetics 4.

9 2. Mitigation:

10 *Mitigation Measure Aesthetics 1* has been adopted and made a
11 condition of the project to reduce potential impacts to Ramona
12 Expressway as follows: the water tank(s) to be located within
13 Planning Area 81 in the Lakeview Mountains shall be screened
14 using landscaping and paint colors that blend in with the
15 surrounding hills. A combination of earthen berms and landscaping
16 may be used. The landscape screening plans shall be submitted to
17 Eastern Municipal Water District for approval prior to approval of
18 final construction documents for the tank(s).

19 *Mitigation Measure Aesthetics 2* has also been adopted and made
20 a condition of the project to reduce potential impacts on scenic
21 highways as follows: landscaping shall be provided adjacent to the
22 Mixed-Use Town Center Village to address foreground views from
23 Ramona Expressway (a County Eligible Scenic Highway corridor).
24 The extent and nature of the landscaping shall be reviewed and
25 approved by the County during the Village Refinement Process for
26 this village. The landscaping shall include drought-tolerant, low
27 groundcover and shrubs with mulch or rock to provide an
28

1 attractive ground plain. Because views of the Lakeview
2 Mountains may be afforded, trees shall be grouped in such a way
3 as to allow open areas of intermittent views (i.e., no solid row of
4 trees).

5 *Mitigation Measure Aesthetics 3* has been adopted and made a
6 condition of the project to reduce potential impacts to scenic
7 resources: the landscaping of the Hansen Avenue area park shall
8 include the preservation of existing mature trees, if possible, and
9 the use of white split rail fences. The preservation of the trees shall
10 be confirmed at the approval of the VRP for the Garden Village
11 and finalized prior to building permit issuance for the last adjacent
12 residential unit. If the 24 existing trees along the entry to the
13 thoroughbred farm cannot be preserved, then they shall be replaced
14 within the planned park at a ratio of 1:1 by the planting of new 36-
15 inch box trees of the same species as the mature trees being
16 removed. The Multi-Purpose Community Trail along Hansen and
17 Wolfskill Avenues and Poppy Road shall also include trees spaced
18 so as not to block views and white split-rail fences. Prior to
19 grading permits, landscape plans shall be submitted to the Building
20 Department for approval. Construction of trail and landscaping
21 shall occur commensurate with adjacent implementing tracks and
22 finalized prior to Final Inspection of last adjacent residential unit.
23 Construction of the park elements shall be completed as required
24 per unit number triggers in the Specific Plan (No. 342) as reflected
25 in the Parkland Tracking Report.

26 *Mitigation Measure Aesthetics 4* has been adopted and made a
27 condition of the project to reduce potential impacts to prominent
28

1 scenic vistas from Wolfskill Avenue, Mike Lane, and Poppy Lane:
2 grading plans for the portions of Planning Areas 57 and 58 which
3 abut Wolfskill or Poppy, shall be reviewed by the Building
4 Department to ensure that slopes which are higher than existing
5 roads are no higher or longer than the Conceptual Grading
6 Diagram in Specific Plan 342 indicates. Building layouts and
7 setbacks shall also be reviewed to ensure that some views over or
8 between proposed buildings are maintained along Wolfskill
9 Avenue. Some means of achieving the intent of this mitigation
10 may include, but are not limited to: reduced-height homes along
11 the frontage with existing local roads, larger setbacks, stepped
12 grading, etc.

13 B. Agricultural Resources

14 1. Impacts:

15 The project will cause development of non-agricultural uses within
16 300 feet of agriculturally zoned property (County of Riverside
17 Ordinance No. 625, Right-to-Farm). This would be a significant
18 impact which can be mitigated to less than significant with
19 mitigation.

20 2. Mitigation:

21 *Mitigation Measure Ag 1* has been adopted and made a condition
22 to the project to reduce potential impacts due to incompatibility
23 between agricultural uses and proposed suburban development as
24 follows: proposed residences, school buildings, and commercial
25 structures shall be setback 300 feet from existing active
26 agricultural uses of an offensive nature, which are defined as:
27 corrals, chicken houses, dairy waste ponds, manure stockpiles, or
28

1 commercial livestock. This setback shall not apply to areas of the
2 project where Ramona Expressway intervenes between active
3 agriculture and proposed development because the expressway
4 will act as the buffer. The 300-foot buffer area may include public
5 road rights-of-way, parking lots, and service or maintenance areas.
6 In addition to project edge conditions, the 300-foot setback shall
7 also apply to interim conditions on-site between occupied project-
8 related buildings and existing on-site agricultural uses of an
9 offensive nature (e.g., chicken ranch) that are located in a later
10 phase of project development and may remain operational while
11 earlier phases of development are being built.

12 C. Biological Resources

13 1. Impacts:

14 The development of this project has the potential to significantly
15 conflict with the provisions of the Western Riverside County
16 Multi-Species Habitat Conservation Plan (WRCMSHCP). The
17 project will introduce new sources of nighttime lighting and glare
18 near conservation areas for outdoor security purposes and the
19 residences located on site. Proposed land uses immediately
20 adjacent to the SJWA (northern interface) consist of conservation
21 and open space with drainage facilities (including but not limited
22 to drainage facilities, water quality basins, and passive parks).
23 Proposed land uses adjacent to the Lakeview Mountains (southern
24 interface) consist of residential development (including a fuel
25 modification zone for fire protection) and park use. Potential
26 impacts from introduced lights include impacts to migratory birds
27 that use constellations to guide them during migration and impacts
28

1 to foraging, reproduction, and circadian rhythms of other species.
2 The development of the project may create a significant impact to
3 the Conservation Area from the adjacent residential land uses, and
4 the domestic pets of those residential areas. In addition, the
5 project may have a substantial adverse effect to the habitat of the
6 coastal California gnatcatcher, interfere substantially with sensitive
7 bird species, have a substantially adverse effect on sensitive
8 natural habitat, and have a substantially adverse effect on federally
9 protected wetlands. Also, the development of the project may
10 have a substantial adverse effect on federally protected wetlands as
11 defined by Section 404 of the Clean Water Act through direct
12 removal, filling, hydrological interruption, or other means. Each
13 of these potentially significant impacts can be mitigated to a less
14 than significant level with mitigation. The project's conflicts with
15 the provisions of an adopted Habitat Conservation Plan, Natural
16 Communities Conservation plan, or other approved local, regional,
17 or state conservation plan can be mitigated to less than significant
18 with implementation of Mitigation Measures Bio 1, 2, 3, 4, 9, 10,
19 11, 11a, 11b, 12, 13 and 14. The project's impact on any
20 endangered or threatened species, or any species identified as
21 candidate, sensitive, or special status can be mitigated to less than
22 significant through compliance with Mitigation Measures Bio 1, 2,
23 3, 4, 5, 11b, and 13 and compliance with the requirements of the
24 Multi-Species Habitat Conservation Plan, the Stephens' kangaroo
25 rat Habitat Conservation plan, and Design Considerations
26 including preservation of Lakeview Mountains and open space
27 near the San Jacinto River, adherence to a ban on all invasive plant
28

1 species, and establishment of a 500-foot setback from the San
2 Jacinto Wildlife Area. The project's impact on wildlife movement
3 and the use of established wildlife corridors can be mitigated to
4 less than significant with implementation of Mitigation Measures
5 Bio 6 and 13. The project's impact on any riparian habitat or other
6 sensitive natural community can be mitigated to less than
7 significant with implementation of Mitigation Measures Bio 7, 8, 9
8 and 13. The project's potential impact on federally protected
9 wetlands as defined by the Clean Water Act can be mitigated to
10 less than significant with implementation of Mitigation Measures
11 Bio 7, 8 and 9 and 13.

12 2. Mitigation:

13 *Mitigation Measure Bio 1* has been adopted and made a condition
14 of the project in order to reduce potential impacts of lighting from
15 the development on the Conservation Area. The CC&Rs and
16 Homeowners' Associations will ensure that lighting is not
17 projected into the Conservation Area at either interface. Street
18 lighting will be designed with internal baffles to direct the lighting
19 towards the ground and have a zero side angle cut off to the
20 horizon. At the interface with the Lakeview Mountains, street
21 lighting will be at least 50 feet away from the Conservation Area.
22 North of Ramona Expressway, street lighting will be at least 400
23 feet from the project's proposed conservation areas and at least
24 500 feet away from the existing SJWA. The shielded lighting and
25 adequate setback will ensure that there will be no spillage of
26 lighting into the Conservation Area. The CC&Rs shall be
27 submitted to the Planning Department and County Counsel prior to
28

1 Map Recordation and will restrict the placement and use of
2 lighting on private residential properties, such that individual
3 residences will not direct lighting into the Conservation Area.

4 ***Mitigation Measure Bio 2*** has been adopted and made a condition
5 of approval of the project in order to minimize impacts to the
6 Conservation Area from the adjacent residential development:
7 Planning Areas and roads adjacent to the SJWA, Proposed
8 Constrained Linkage 20 (wildlife corridor) and the Lakeview
9 Mountains will incorporate barriers (as appropriate) to minimize
10 unauthorized public access, domestic animal predation, illegal
11 trespass, or unauthorized dumping. The exception will be public
12 access locations, which will direct the public into authorized
13 access areas within the Conservation Area (i.e., SJWA and the
14 Lakeview Mountains). All barriers will be placed within the
15 boundaries of the development and will be outside of the
16 Conservation Areas. Barriers will be located between the
17 SJWA/Lakeview Mountains and houses/paved roads. Barriers will
18 be designed to accommodate wildlife movement, but directing
19 wildlife away from residential areas. Barriers may consist of, but
20 not be limited to, walls, plants, fences, berms, and other
21 means (such as horizontal distance and vertical distance) or
22 combination of means to achieve the desired result. The final
23 design of the barriers shall be completed based on consultation
24 between the developer, County Planning Department, and as
25 approved by the County Environment Programs Department when
26 tentative tract maps and/or road plans are approved. California
27 Department of Fish and Game San Jacinto Wildlife Area
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1 representatives will be consulted regarding final design of barriers
2 along the SJWA edge. Where barriers are required between
3 established conservation areas and other areas of the project site,
4 impacts to cultural resources shall be taken into consideration with
5 respect to location, design, and installation such that cultural
6 resources adjacent to the conservation areas are avoided and that
7 the setting is respected or enhanced. The County Archaeologist, or
8 designee thereof, shall review all barrier plans proposed adjacent
9 to conservation areas on-site to assure consistency with this
10 mitigation measure.

11 ***Mitigation Measure Bio 3*** has been adopted and made a condition
12 of approval of the project in order to minimize impacts to the
13 Conservation Area from the domestic animals residing in the
14 adjacent residential development: The project Conditions,
15 Covenants and Restrictions shall restrict the number of domestic
16 animals (e.g., dogs, cats and other predatory animals) allowed per
17 residence to two, thus further limiting potential impacts. Cats shall
18 be limited to indoors. Copies of the CC&Rs shall be provided to
19 the County Planning Department prior to Map Recordation. This
20 mitigation measure applies to development north of Ramona
21 Expressway (Resort Village) and the following planning areas
22 south of Ramona Expressway: 58, 66-69, 73, and 77.

23 ***Mitigation Measure Bio 4*** has been adopted and made a condition
24 of the project in order to reduce impacts to Burrowing Owl habitat:
25 No more than 30 days prior to ground disturbance associated with
26 the development of the project regarding clearing, grading, or
27 demolition, a qualified biologist will conduct a pre-construction
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1 burrowing owl survey to satisfy Objective Number 5 of the
2 MSHCP species-specific objectives for the burrowing owl. If
3 breeding burrowing owls are detected on site, the Master
4 Developer will coordinate with the County of Riverside
5 Environmental Programs Department (EPD) to determine if the
6 occupied habitat will need to be avoided, or if the owls can be
7 relocated from the site. If the relocation of owls is approved, the
8 Master Developer will prepare a plan of relocation (passive or
9 active) to be approved by EPD and the responsible wildlife
10 agencies (i.e., U.S. Fish and Wildlife Service and CDFG). If
11 approved, relocation will be conducted outside of the breeding
12 season. If non-breeding owls are identified on site, including
13 wintering owls, the proponent will also notify EPD, and will
14 relocate the owls following a protocol to be approved by EPD and
15 the wildlife agencies.

16 ***Mitigation Measure Bio 5*** has been adopted and made a condition
17 of the project in order to reduce impacts to gnatcatchers habitat: If
18 habitat suitable to support the coastal California gnatcatcher is to
19 be removed between March 1 and August 15, focused surveys
20 shall first be conducted to determine if the habitat is occupied by
21 gnatcatchers. If gnatcatchers are present and are determined to be
22 nesting, the occupied areas shall be avoided until after August 15.

23 ***Mitigation Measure Bio 6*** has been adopted and made a condition
24 of the project in order to reduce impacts to sensitive bird species:
25 The removal of potential nesting vegetation of sensitive bird
26 species will be conducted outside of the nesting season (February 1
27 to August 31) to the extent that this is feasible. If vegetation must
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1 be removed during the nesting season, a qualified biologist will
2 conduct a nesting bird survey of potentially suitable nesting
3 vegetation prior to removal. Surveys will be conducted no more
4 than three (3) days prior to scheduled removals. If active nests are
5 identified, the biologist will establish buffers around the vegetation
6 containing the active nest (500 feet for raptors and 200 feet for non
7 raptors). The vegetation containing the active nest will not be
8 removed, and no grading will occur within the established buffer,
9 until a qualified biologist has determined that the nest is no longer
10 active (i.e., the juveniles are surviving independent from the nest).
11 If clearing is not conducted within three days of a negative survey,
12 the nesting survey must be repeated to confirm the absence of
13 nesting birds.

14 ***Mitigation Measure Bio 7*** has been adopted and made a condition
15 of approval of the project in order to minimize impacts to
16 jurisdictional waters of the United States: Prior to the issuance of a
17 grading permit, individual projects will obtain the necessary
18 authorizations from the regulatory agencies for proposed impacts
19 to jurisdictional waters. Authorizations may include, but are not
20 limited to, a Section 404 permit from the Army Corps of
21 Engineers, a Section 401 Water Quality Certification from the
22 Regional Board, and a Section 1602 Streambed Alteration
23 Agreement from California Department of Fish and Game.

24 ***Mitigation Measure Bio 8*** has been adopted and made a condition
25 of approval of the project in order to further minimize impacts to
26 jurisdictional waters: Project-specific impacts to jurisdictional
27 waters will be mitigated at a 3:1 ratio in a manner to be determined
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1 by the Master Developer and to be approved by the Army Corps of
2 Engineers, California Department of Fish and Game, and the
3 Regional Board through the permitting process.

4 **Mitigation Measure Bio 9** has been adopted and made a condition
5 of the project in order to minimize impacts to the natural
6 hydrological function of the area: To allow for future flexibility in
7 the hydrological function of the project drainage system so as to
8 best meet the needs of the off-site wetlands and on-site vernal pool
9 areas, the Central Park detention basin shall be designed to allow
10 flows to be detained (as currently planned) or to bypass
11 (completely or partially) the basin such that greater flows can be
12 released to the wetland area to most closely mimic existing
13 conditions in the 2-year and 10-year storm.

14 **Mitigation Measure Bio 10** has been adopted and made a
15 condition of approval of the project in order to minimize other
16 impacts to the MSHCP: The County of Riverside is a participating
17 entity or permittee of the MSHCP. The purpose of the MSHCP is
18 to conserve open space and habitat on a county-wide, cumulative
19 basis. Take authorization for the MSHCP was granted by the
20 USFWS and CDFG on June 22, 2004. The County of Riverside
21 will be allowed to utilize its allotted authorized take for projects in
22 compliance with the MSHCP. Compliance with the MSHCP fee
23 requirements will provide adequate mitigation for potential
24 impacts to the burrowing owl and other species and plant
25 communities determined to be adequately conserved by the
26 MSHCP. To address the impacts associated with the cumulative
27 loss of habitat for special status birds by the loss of habitat, the
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1 proposed project shall be conditioned to pay Riverside County
2 MSHCP mitigation fees as set forth under Ordinance No. 810.2.

3 ***Mitigation Measure Bio 11*** has been adopted and made a
4 condition of approval of the project: In order to increase public
5 awareness and knowledge about local environmental issues and
6 reduce potential significant indirect effects of development near to
7 Conservation Areas, the Master Developer of the proposed project
8 shall provide an Environmental Stewardship Program. The
9 program will include methods of community education such as
10 interpretive and directional signs, demonstrations, and pamphlets.
11 The types of information presented shall include, but not be
12 limited to: lighting, noise, keeping on trails, wildlife, plants,
13 habitats, barriers, domestic animals, toxics such as pesticides, and
14 invasive species. The Environmental Stewardship Program shall
15 include a fund to be administered by the Lakeview Community
16 Services Organization and a portion of the fund shall be used for
17 SJWA management items, including feral animal trapping,
18 removal of trash, invasive species removal and enforcement. The
19 budget will be developed in consultation with the California
20 Department of Fish and Game.

21 ***Mitigation Measure Bio 11a*** has been adopted and made a
22 condition of the project in order to reduce the potential significant
23 indirect effects of invasive species to Conservation Areas. This
24 measure requires that the Specific Plan will design landscaped
25 areas adjacent to the SJWA and Lakeview Mountains to avoid the
26 use of invasive plant species identified in Table 6-2 of the MSHCP
27 document. Of the 86 species identified in the MSHCP table (see
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1 also Appendix D (CD #3) and Appendix C (CD #3) of the Specific
2 Plan), 71 of them will be outright prohibited within the Specific
3 Plan. Of the remaining 15 plants, if used, they shall be placed at
4 least 150 feet from the existing and proposed conservation areas in
5 the Lakeview Mountains and shall not be used within 500 feet of
6 the San Jacinto Wildlife Area and the downstream conservation
7 areas along the San Jacinto River. CC&Rs will be enforced
8 through the Home Owners' Association to exclude 71 invasive
9 species from properties throughout the project and 86 invasive
10 species from properties within the above-prescribed distances from
11 the urban/wildland interfaces. Maintenance of landscaping in these
12 areas will include the removal of invasives that may establish
13 through natural dispersal mechanisms. Such maintenance shall be
14 funded through the Environmental Stewardship Program.

15 *Mitigation Measure Bio 11b* has been adopted and made a
16 condition of the project in order to further minimize impacts to the
17 Conservation Area from the proposed adjacent residential uses: In
18 order to reduce the potential significant indirect effects of
19 pesticides and rodenticides to conservation areas, the
20 Environmental Stewardship Program established under MM Bio
21 11, shall include an Integrated Pest Management (IPM) program.
22 The IPM program will 1) Establish minimum action thresholds for
23 the application of pesticides; 2) Provide educational materials to
24 promote accurate identification of pests by homeowners, so
25 appropriate control decisions can be made in conjunction with
26 action thresholds; 3) Educate homeowners to promote the
27 prevention of pests before infestation occurs; and 4) Recommend
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1 thresholds for utilization of control methods. Compliance with the
2 IPM program will be made a requirement of the project
3 Conditions, Covenants and Restrictions, and enforced through the
4 homeowners association.

5 *Mitigation Measure Bio 12* has been adopted and made a
6 condition of the project in order to further minimize impacts to the
7 Conservation Area from the proposed adjacent residential uses:
8 Where barriers are required between established conservation areas
9 and other areas of the project site, impacts to cultural resources
10 shall be taken into consideration with respect to location, design,
11 and installation such that cultural resources adjacent to the
12 conservation areas are avoided and that the setting is respected or
13 enhanced. The County Archaeologist, or designee thereof, shall
14 review all barrier plans proposed adjacent to conservation areas
15 on-site to assure consistency with this mitigation measure.

16 *Mitigation Measure Bio 13* has been adopted and made a
17 condition of the project in order to further minimize impacts to the
18 Conservation Area from the proposed adjacent residential uses:
19 Prior to issuance of grading permit for all Planning Areas located
20 adjacent to a conservation area that will come under Riverside
21 Conservation Authority Management, sensitive resources
22 (conservation areas) shall be delineated with temporary
23 construction fencing. Training for construction workers and
24 construction management personnel shall have occurred which
25 informs project workers of their responsibilities in regards to
26 avoiding and minimizing impacts to sensitive biological resources
27 through avoiding the fenced areas.
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1 *Mitigation Measure Bio 14* has been adopted and made a
2 condition of the project in order to further minimize impacts to the
3 Conservation Area from the proposed adjacent residential uses:
4 To further deter wildlife from entering developed areas, trash
5 receptacles and refuse containers located within the Greenbelt and
6 parks located within 100 feet of all Conservation Areas shall be
7 provided with mechanisms which prevent scavenging animals
8 from gaining access to the contents of such trash containers.

9 D. Cultural

10 1. Impacts:

11 The development of the project may cause a substantial adverse
12 change in the significance of a historical or archaeological resource
13 as defined in California Code of Regulations Section 15064.5. In
14 addition, during the construction phase of the project, human
15 remains may be disturbed or a unique paleontological resource
16 may be destroyed. There are 23 recorded cultural resource sites
17 that may be impacted by the development of the project. The list
18 of these sites are as follows: CA-RIV-6726H, CA-RIV-8712, CA-
19 RIV 4156H, CA-RIV 8710H, CA-RIV 394, CA-RIV 8707, CA-
20 RIV 397, CA-RIV 806, CA-RIV 2585, CA-RIV 4155, CA-RIV
21 8698, CA-RIV 8699, CA-RIV 8700, CA-RIV 8704, CA-RIV
22 8705, CA-RIV 8711, CA-RIV 1842, CA-RIV 4156H, CA-RIV
23 4158, CA-RIV 8702, CA-RIV 8703, CA-RIV 8706, and CA-RIV
24 8712. A description of each, the project's potential impacts, and
25 the appropriate mitigation measures are listed below. To address
26 potential impacts to historical resources as defined in California
27 Code of Regulations Section 15064.5 of Title 14, the project shall
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1 implement MM Cultural 1. To address potential impacts to
2 archaeological resources, the project shall implement MM Cultural
3 1 and MM Cultural 2. Potential impacts to the disturbance of
4 human remains, if inadvertently discovered are addressed through
5 compliance with MM Cultural 1 and 2. Impacts to paleontological
6 resources are addressed by compliance with MM Paleontology 1
7 and MM Paleontology 2. Each of these potentially significant
8 impacts can be mitigated to a less than significant level with
9 mitigation.

10 2. Mitigation

11 *Mitigation Measure Cultural 1* has been adopted and made a
12 condition of approval of the project in order to minimize potential
13 impacts to known cultural, paleontological, archeological, and
14 other culturally significant resources: A master Cultural Resources
15 Management Plan (CRMP) was prepared and is contained in
16 Chapter 9 of the Cultural Resources Study. The master CRMP
17 contains mitigation measures for prehistoric sites and strategies to
18 implement the mitigation measures over the course of the project
19 development. When a tentative tract or other development project
20 within the Specific Plan area is filed on land containing, or within
21 500 feet of, prehistoric sites, an addendum to the master CRMP
22 will be prepared to address the sites affected by that tentative tract
23 or project. Each such addendum to the CRMP will be prepared in
24 consultation with the Native American tribes consulted for the
25 project, the Tribal Traditional Resources Advisory Committee, and
26 landowners and shall be reviewed and approved by the County.
27 Riverside County Transportation Commission shall also be
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1 consulted during preparation of any addendums to the master
2 CRMP for properties located adjacent to the MCP project.

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4 As required by CEQA Guidelines Sections 15064.5(e) and (f), the
5 CRMP addendum shall contain detailed provisions for the
6 treatment of unanticipated discoveries during project construction,
7 including human remains. The provisions of the CRMP should be
8 consistent with state law as contained in Health and Safety Code
9 Section 7050.5, and PRC Sections 5097.94 and 5097.98. Such
10 mitigation shall be addressed in a manner consistent with the
11 following:

12 a. If buried materials of potential historical, cultural or
13 archaeological significance are accidentally discovered
14 during any earth-moving operations associated with the
15 proposed project, all work in that area shall be halted or
16 diverted until a qualified archaeologist can evaluate the
17 nature and significance of the finds. If the find is
18 determined to be an historical or unique archaeological
19 resource, as defined in Section 15064.5 of the California
20 Code of Regulations (State CEQA Guidelines), avoidance
21 or other appropriate measures as discussed in the CRMP
22 shall be implemented.

23 b. If evidence of potentially significant prehistoric or historic
24 resources is uncovered during project-related grading
25 outside of the high sensitivity areas in which archaeological
26 and Native American monitoring has already been required,
27 the extent of monitoring shall be amended and the presence
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of a Native American monitors shall be incorporated into the monitoring program for all areas in the affected tentative tract.

c. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to whether the remains are Native American. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted pursuant to the law, and the NAHC shall identify the most likely descendant. The most likely descendant shall then make recommendations in the time frames set forth in the Public Resources Code, and engage in consultation with the project proponent and landowner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until the most likely descendant has made his or her recommendation regarding the treatment and disposition of the human remains and any associated grave goods. Should the most likely descendant fail to make a recommendation or the landowner or his or her authorized representative rejects the recommendation of the descendant, the landowner (or authorized representative) is required to inter the human remains and associated grave goods with

1 appropriate dignity on the property in a location not subject
2 to further and future subsurface disturbance.

3 In addition to unanticipated discoveries, the CRMP addendum
4 shall incorporate the following recommendations to mitigate
5 impacts to identified cultural resources:

6 d. CA-RIV-6726H is the historical-period Colorado River
7 Aqueduct (CRA). The CRA is currently in use and will not
8 be modified by the proposed TVOL plan. SRI does not
9 recommend any archaeological work in association with
10 the CRA corridor. Two benchmarks that associated with
11 the CRA are located within the TVOL project area and
12 outside of the CRA corridor. Each is located within a
13 separately recorded prehistoric site. One benchmark,
14 Feature 2, is located within Locus C of site RIV-8712, and
15 will be preserved in place. The other, Feature 1, is located
16 on a boulder within site RIV-4156/H, which is in an area
17 subject to direct impacts from development. These
18 benchmarks are considered contributing elements to the
19 CRA and should be preserved in place if possible. If
20 preservation is not feasible, as may be the case with Feature
21 1, the affected benchmark shall be fully documented and
22 relocated or salvaged for interpretive uses. Treatment of
23 the benchmark recorded as RIV-6762H Feature 1 shall be
24 documented as part of the Data Recovery Plan for site RIV-
25 4156/H to be prepared in an addendum to the CRMP.

26 e. RIV-8710H is a historical-period refuse dump that most
27 likely derives from a construction camp for the CRA. The
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1 dump has good integrity and is eligible due to its
2 association with the CRA and the potential of the site
3 contents to provide additional information about
4 chronology of the dump, subsistence at the camps, the
5 relationship between the camp and the local and regional
6 economies, and the technology of CRA construction. The
7 site is situated at the northern edge of the TVOL project
8 area, adjacent to the San Jacinto Wildlife Area, and is
9 believed to be located on land owned by Lewis Operating
10 Corp. Because the site will be subject to indirect impacts
11 from possible illicit artifact collection due to the increased
12 population of the project area, a data recovery plan in the
13 form of detailed recording and mapping of all items at the
14 dump, along with photographic documentation or
15 collection of diagnostic and unique items shall be
16 implemented. Although subsurface deposits are unlikely at
17 the site, a limited set of shovel probe excavations to
18 determine if any dump materials have become completely
19 buried shall be implemented, and recovery of a
20 representative sample of such materials, if present shall be
21 conducted.

22 The recommended data recovery work shall be conducted prior to
23 issuance of a grading permit for Phase 1a of the TVOL project.
24 Prior to conducting the fieldwork, the California Department of
25 Fish and Game, and the U.S. Army Corps of Engineers shall be
26 notified and provided with a plan of work for the data recovery.
27 The results of the data recovery investigations at site RIV-8710H
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1 shall be documented in a professional quality technical report, and
2 as public interpretive information to be presented in the form of
3 brochures, public lectures, and signage placed within public parks
4 and facilities.

5 f. Sites RIV-394 and RIV-8707 are not to be subject to direct
6 adverse impacts, and are to be preserved in place in their
7 entirety. Current plans for the Public Facilities planning
8 area call for water tanks to be placed and a pipeline to be
9 installed south and west of the sites. To mitigate potential
10 indirect effects from possible vandalism, future
11 development within the Public Facilities planning area, and
12 activities within the nearby fuel modification zone, the Site
13 Preservation Plan for these sites will include provisions for
14 the sites to be flagged and avoided, and for archaeological
15 and Native American monitors from the tribes consulted for
16 the project to be present during all activities that could
17 cause ground disturbance within 100 feet of the sites.

18 g. CA-RIV-397 consisting of a boulder outcrop and
19 rockshelter with pictographs and an associated midden
20 area, is located at the edge of a Medium High Residential
21 planning area near the toe of the slope of the Lakeview
22 Mountains. The boulder containing the rockshelter and rock
23 art is located in the Open Space planning area, and thus will
24 be avoided and preserved from direct impacts. The
25 remainder of the site will be added to the Open Space
26 planning area and preserved from development, which will
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1 prevent direct impacts to all known cultural deposits, and
2 provide a buffer between residential development the Split
3 Rock boulder and associated rock art panels. To mitigate
4 potential indirect effects from possible vandalism, illicit
5 artifact collection, and changes in the integrity if setting,
6 feeling, and association resulting from the proximity of the
7 residential use, a Site Preservation Plan shall be prepared
8 prior to approval of any tentative tract within 500 feet of
9 the site. The Site Preservation Plan shall be based on
10 consultation among the Tribes, Tribal Traditional
11 Resources Advisory Committee, Regional Conservation
12 Authority, and, if possible and culturally appropriate, the
13 County, and shall include provisions for removal of modern
14 graffiti, detailed recording of rock art elements by a
15 recognized rock art expert, capping of exposed cultural
16 deposits with fill and restoration of native vegetation, and
17 protection of the site area from vandalism through
18 appropriate fencing, landscaping, and interpretation.

- 19 h. Sites CA-RIV-806, 2585, 4155, 8698, 8699, 8700, 8704,
20 8705, and 8711 consist of varying numbers of milling
21 features, including both slicks and mortars, some with
22 associated cultural deposits, all located within Open Space
23 planning areas. The sites are not subject to grading or other
24 ground disturbances associated with development and
25 therefore no direct impacts to these sites are anticipated;
26 however, indirect impacts could occur as a result of the
27 proximity of residential areas, the recreational use of
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1 nearby trails, and activities within adjacent fuel
2 modification zones. No mitigation measures are proposed
3 for RIV-806 because of the distance to the trails. For the
4 remainder of the sites, to provide long term management
5 and protection, a Site Preservation Plan shall be prepared
6 prior to approval of any tentative tract within 500 feet of
7 the site. The Site Preservation Plans for these sites should
8 include provisions for the sites to be flagged and avoided,
9 and for archaeological and Native American monitors from
10 the tribe(s) consulted for the project to be present during all
11 activities that could cause ground disturbance within 100
12 feet of the sites.

- 13 i. CA-RIV-1842 is a small- to moderate-size milling complex
14 site in the center of THE VILLAGES OF LAKEVIEW Specific
15 Plan area. It includes two milling features with milling
16 slicks. Trenching investigations identified ground stone
17 fragments, flaked stone artifacts, a faunal bone, and midden
18 deposit approximately 1.3 to 2.6 feet west of the milling
19 feature area. A midden deposit was encountered as deep as
20 4 feet below ground surface. Overall, whereas the surface
21 condition of the site is fair, the midden deposits suggest
22 some subsurface integrity and the potential to hold
23 additional cultural materials. The northern boundary of the
24 site has not been clearly defined. The Data Recovery Plan
25 for RIV-1842 shall include provisions for additional testing
26 to determine firmly the northern boundary of the site and
27 assess the composition and structure of the subsurface
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1 deposits. Based on the testing data, a representative sample
2 of subsurface cultural deposits shall be excavated,
3 analyzed, and interpreted. The results of the data recovery
4 shall be documented in a professional report and public
5 interpretive information. The appropriate disposition of all
6 cultural resource collections resulting from data recovery
7 excavations will be determined in consultation with the
8 applicant, the County and consulted tribes, and documented
9 in the data recovery plans contained in addenda to the
10 CRMP.

- 11 j. CA-RIV-4156/H contains four milling features with a total
12 of six slicks and one mortar. Although three trenches were
13 excavated in the vicinity of the site with negative results,
14 the immediate site area was not tested and subsurface
15 deposits cannot be ruled out. The Data Recovery Plan for
16 RIV-4156/H shall include provisions for testing to confirm
17 the presence or absence of subsurface deposits. If the
18 testing indicates that a subsurface deposit is present, a
19 representative sample of subsurface cultural deposits shall
20 be excavated, analyzed, and interpreted. The results of the
21 data recovery shall be documented in a professional report
22 and public interpretive information. The appropriate
23 disposition of all cultural resource collections resulting
24 from data recovery excavations will be determined in
25 consultation with the applicant, the County and consulted
26 tribes, and documented in the data recovery plans contained
27 in addenda to the CRMP.
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1 k. CA-RIV-4158, which is believed to be a re-deposited
2 assortment of artifacts removed from other nearby sites.
3 Trenching results indicate that, although RIV-4158 appears
4 to contain sparse subsurface archaeological deposits, this
5 site may retain relatively little subsurface integrity. The
6 Data Recovery Plan for RIV-4158 shall include provisions
7 for additional testing to assess the composition and
8 structure of the subsurface deposits. Based on the testing
9 data, a representative sample of subsurface cultural deposits
10 shall be excavated, analyzed, and interpreted. The results of
11 the data recovery shall be documented in a professional
12 report and public interpretive information. The appropriate
13 disposition of all cultural resource collections resulting
14 from data recovery excavations will be determined in
15 consultation with the applicant, the County and consulted
16 tribes, and documented in the data recovery plans contained
17 in addenda to the CRMP.

18 1. Sites RIV-8702, 8703, and 8706, with three slicks, each on
19 a separate boulder, will be subject to direct adverse effects
20 from grading for residential uses. Each will require
21 preparation and implementation of a Data Recovery Plan to
22 mitigate adverse impacts from site destruction. The Data
23 Recovery Plans for these sites shall include provisions for
24 testing to confirm the presence or absence of subsurface
25 deposits. If the testing indicates that a subsurface deposit is
26 present, a representative sample of subsurface cultural
27 deposits shall be excavated, analyzed, and interpreted. The
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1 results of the data recovery shall be documented in a
2 professional report and public interpretive information.
3 The appropriate disposition of all cultural resource
4 collections resulting from data recovery excavations will be
5 determined in consultation with the applicant, the County
6 and consulted tribes, and documented in the data recovery
7 plans contained in addenda to the CRMP.

- 8 m. Site RIV-8712 covers an area of 78.5 acres containing five
9 previously recorded sites, now defined as loci within the
10 larger site complex. The portions of the site containing the
11 rock art and milling features and having the highest surface
12 artifact density are within an Open Space planning area that
13 covers 47 acres (60 percent) of the site area. Approximately
14 12.5 acres (16 percent) of the site have already been
15 disturbed by previous construction of the CRA and the IFP.
16 The remaining portions of the site, approximately 19 acres, or
17 24 percent of the site area, will be subject to direct adverse
18 effects. To provide for long-term management and
19 protection of the portions of site 8712, a Site Preservation
20 Plan shall be prepared prior to approval of any tentative
21 tract within 500 feet of the site. The Site Preservation Plan
22 shall be based on consultation among the Tribes, Tribal
23 Traditional Resources Advisory Committee, Regional
24 Conservation Authority, and the County, and shall include
25 provisions for protection of the site area from vandalism
26 through appropriate fencing, landscaping, and
27 interpretation. The Data Recovery Plan for the portion of
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1 RIV-8712 subject to direct impacts shall include provisions
2 for additional testing to assess the composition and
3 structure of the subsurface deposits. Based on the testing
4 data, a representative sample of subsurface cultural deposits
5 shall be excavated, analyzed, and interpreted. The results of
6 the data recovery shall be documented in a professional
7 report and public interpretive information. The appropriate
8 disposition of all cultural resource collections resulting
9 from data recovery excavations will be determined in
10 consultation with the applicant, the County and consulted
11 tribes, and documented in the data recovery plans contained
12 in addenda to the CRMP.

- 13 n. Isolates 6 and 7 are subsurface items identified during the
14 excavation of trenches 51 and 68. Located approximately
15 197 feet apart, the materials do not meet the criteria for
16 consideration as a site. However, one flaked stone artifact
17 was identified on the surface between two trenches and, as
18 it is possible that additional materials are present below the
19 surface between trenches 51 and 68; therefore, it is
20 recommended by SRI that this area is includes additional
21 subsurface investigation. SRI recommends excavation of
22 four additional trenches around TRs 51 and 68 and four
23 more between TRs 65 and 50 to the east. This work should
24 be conducted for and reported in the CRMP Addendum to
25 be prepared for the tentative tract containing these
26 resources. If the results of the testing indicate the presence
27 of an intact subsurface cultural deposit, a Data Recovery
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1 Plan for the newly identified site shall be prepared
2 according to the provisions of the CRMP. The DRP shall
3 contain monitoring during ground-disturbing activities,
4 preparation of a professional report and public interpretive
5 information, and curation of the collection. The DRP shall
6 be reviewed and accepted by the County archaeologist prior
7 to approval of any tentative tract containing or within 500
8 feet of the site. All DRP measures for the site shall be
9 implemented prior to issuance of a grading permit for the
10 associated tentative tract. A technical report of findings,
11 including disposition of the recovered archaeological
12 collection, for the DRP shall be submitted and approved by
13 the County archaeologist prior to issuance of occupancy
14 permits for the associated tentative tract.

15 *Mitigation Measure Cultural 2* has been adopted and made a
16 condition of the project in order to minimize potential impacts to
17 as-yet undiscovered archeological, paleontological, and other
18 cultural resources: Even after full implementation of data recovery
19 through MM Cultural 1, it is possible that significant buried
20 resources could be present in many areas that will be graded.
21 Therefore, to mitigate for discovered buried sites, the entire area
22 designated as having high sensitivity for buried sites shall be
23 monitored by a qualified archaeologist and a Native American
24 monitor during any ground-disturbing activities. Full time
25 archaeological and Native American monitoring during
26 excavations shall be conducted in these areas. A full report of all
27 monitoring activities, including disposition of all resulting
28

1 collections, shall be prepared according to the provisions of the
2 Cultural Resources Management Plan.

3 ***Mitigation Measure Paleontology 1*** has been adopted and made a
4 condition of the project to minimize potential impacts to as-yet
5 undiscovered paleontological resources not determined to be a
6 significant resource: Should any paleontological resources be
7 accidentally discovered during construction, construction activities
8 shall be moved to other parts of the project site and a qualified
9 paleontologist shall be contacted to determine the significance of
10 these resources. If the find is determined to be a significant
11 paleontological resource, and if the area was identified as having a
12 "Low" sensitivity for containing paleontological resources, similar
13 sediments may be reassigned as "High" sensitivity and would be
14 subject to MM Paleontology 2.

15 ***Mitigation Monitoring Paleontology 2*** has been adopted and made
16 a condition of approval of the project to minimize potential
17 impacts to as-yet undiscovered significant paleontological
18 resources: For areas of the site identified as having a "High"
19 sensitivity for finding paleontological resources, prior to the
20 issuance of a grading permit, a qualified paleontologist shall be
21 retained and a Paleontological Resource Monitoring and Treatment
22 Plan (PRMTP) shall be prepared. Once the PRMTP is approved by
23 the County of Riverside Planning Department, grading and
24 construction activities may commence under the provisions of the
25 PRMTP. The plan should include the following:

- 26 1. Pregrade meeting with a qualified paleontologist. The
27 paleontologist will explain the likelihood for encountering
28

1 paleontological resources, what resources may be
2 discovered, and the methods that will be employed if
3 anything is discovered.

4 2. In areas mapped with High B rating, a qualified vertebrate
5 paleontologic monitor shall be present during construction
6 excavation. The monitor shall inspect fresh cuts and/or
7 spoils piles to recover paleontological resources. The
8 monitor shall be empowered to temporarily divert
9 construction equipment away from the immediate area of
10 the discovery.

11 3. If the qualified paleontologist is not present when fossil
12 remains are uncovered by earth-moving activities, these
13 activities shall be stopped and a qualified paleontologist
14 shall be called to the site immediately to evaluate the
15 significance of the fossil remains.

16 4. It is recommended that native sediments occasionally be
17 spot-screened through one-eighth to one-twentieth-inch
18 mesh screens to determine whether microfossils are
19 present. If microfossils are encountered, additional
20 sediment samples as determined by the paleontological
21 monitor shall be collected and processed to recover
22 additional fossils.

23 5. If the qualified paleontologist determines that insufficient
24 fossil remains have been found after fifty percent of earth
25 moving activities have been completed, monitoring can be
26 reduced or discontinued.

6. Any recovered specimens shall be prepared to the point of identification and permanent preservation, which may include the picking of any washed mass samples to recover small invertebrate and vertebrate fossils, if present, the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and the hardeners/stabilizers to fragile specimens.
7. Specimens shall be identified to the lowest taxonomic level possible and curated at an institutional repository approved by the County of Riverside.
8. A report shall be prepared that details the methods and results of the monitoring program, even if the results are negative. If applicable, this shall include an appended itemized inventory of identified specimens. This report shall be submitted by the project paleontologist to the County of Riverside, Planning Department, prior to the issuance of the final grading inspection for the area under each grading permit issued.

E. Geology

1. Impacts:

A portion of the project site is located on a geologic unit that is potentially unstable. In particular, the southeast portions of the project site area (the Foothill Village) may be subject to rockfall hazards. With the adoption of Mitigation Measure Geo 1, together with implementation of measures set forth in the geotechnical reports included in Appendix F of the DEIR, and compliance with existing regulatory requirements, such as County Ordinance No.

1 457 and the Uniform Building Code, those impacts are mitigated to
2 below a level of significance. Portions of the project may also be
3 located on a geologic unit or soil that is either unstable, may
4 become unstable as a result of the project and potentially result in
5 ground subsidence. This impact will be reduced to less than
6 significant through implementation of project design
7 considerations, specifically over-excavation and re-compaction of
8 on-site alluvial soil, and compliance with Mitigation Measures Geo
9 2 and 3. The project may result in a change in topography or
10 ground surface relief features, or create cut or fill slopes greater
11 than 2:1 or higher than 10 feet. This impact will be reduced to less
12 than significant with implementation of project design
13 considerations, specifically compliance with the Slope Stability
14 Report, submission of a landscaping and irrigation plan to the
15 County Building and Safety Department with the rough grading
16 plan submittal for areas where cut and fill slopes are created higher
17 than 10 feet, and compliance with Specific Plan Development
18 Standards regarding water and sewer together with implementation
19 of Mitigation Measure Geo 3. The project may result in substantial
20 soil erosion or the loss of top soil, and/or be located on expansive
21 soil. This impact will be reduced to less than significant through
22 implementation of project design considerations, specifically the
23 preparation of site specific detailed soil reports and geotechnical
24 studies before final grading activities occur, and compliance with
25 Mitigation Measure Geo 3. The project may result in an increase
26 in water induced erosion either on or offsite. This impact will be
27 reduced through compliance with existing regulations and
28

1 regulatory requirements such as preparation and implementation of
2 a Stormwater Pollution Prevention Program and implementation of
3 project design considerations, specifically maintenance of all
4 common areas, recreational facilities and open space through
5 landscaping and irrigation together with implementation of
6 Mitigation Measure Geo 3. The proposed project could also result
7 in methane levels that exceed Riverside County standards. This
8 impact will be mitigated to less than significant through
9 implementation of project design considerations, specifically
10 preparation of a detailed soils report and geotechnical investigation
11 per Section 7 of the Specific Plan prior to initial grading activities
12 together with implementation of Mitigation Measure Geo 3.

13 2. Mitigation:

14 *MM Geo 1* has been adopted and made a condition of approval of
15 the project: To protect life, occupied buildings and water tanks,
16 rockfall hazards shall be addressed to planning areas adjacent to
17 the Lakeview Mountains. Evidence of past rockfalls exist onsite;
18 consequently, based upon field investigation, the majority of the
19 areas adjacent to the slopes have at least a minimal level for
20 rockfall hazard. Therefore, slope areas have been delineated by
21 three distinct rockfall hazard zones, RH Zone 1 has the least
22 potential, and RH Zone 3 has the highest potential. The following
23 recommendations for remediation are based upon the Preliminary
24 Rockfall Hazard Evaluation. Adherence to these remediation
25 measures will reduce the level of impact to less than significant.

26 RH Zone 1 – Due to the isolated nature of hazards within this zone,
27 the hazard of individual rock falls can be generally neutralized by
28

1 the removal of individual rocks and/or construction of low impact
2 walls. Blasting may be required in this zone in order to completely
3 remove the individual rock hazard.

4
5 RH Zone 2 – Local areas in this zone may only require a few
6 isolated rocks to be removed while other areas may require a more
7 regional alternative. The following measures are provided as
8 options for remediation in Zone 2:

- 9 • Construction of a debris ditch with a 5-foot tall, 1.5:1
10 (horizontal to vertical) manufactured slope, which will
11 capture falling debris. Due to the granular nature of on-site
12 soils, the slope will need to be reinforced with geogrid,
13 which is a synthetic polymer-coated material that is used to
14 reinforce an earth-fill slope, wall, and base layer
15 construction. Geogrid provides a stabilizing force within
16 the soil structure itself and will improve the surficial
17 stability of fill slopes inclined at 1.5:1. This manufactured
18 slope should be a minimum of 15 feet from the toe of the
19 natural slope. Fencing at the top of the manufactured slope
20 will be constructed to provide additional protection.
- 21 • Construction of a debris ditch with a 5-foot tall, 2:1
22 manufactured slope and 3-foot tall, top of slope impact
23 wall. The impact wall should be designed using an
24 equivalent fluid pressure of 125 pounds per cubic foot
25 (pcf). The toe of the manufactured slope should be a
26 minimum 15 feet from the toe of the natural slope.

- Construction of a debris ditch with a 3-foot tall retaining wall. The base of the wall should be a minimum 15 feet from the toe of the natural slope.
- Construct a 6-foot tall Caltrans-type rock fence that should be setback a minimum of 15 feet from the toe of the natural slope.
- Implementation of a 50-foot setback from the toe of the natural slope to the property line of the proposed lots and construct fencing that will provide some additional measure of protection from rockfall hazards.

RH Zone 3 – Due to the abundant hazards in this zone, a regional remediation measure is recommended, as opposed to individual remediation/removal of specific hazardous rocks. However, due to the existence of local, large, rounded boulders located high up on the perimeter slopes in these areas, local blasting of these large fragments may be required in addition to the implementation of rockfall zone mitigation measures.

- Construction of a debris ditch with an 8-foot tall, 1.5:1 (horizontal to vertical) manufactured slope. Due to the granular nature of on-site soils, the slope will need to be reinforced with geogrid. This manufactured slope should be a minimum of 15 feet from the toe of the natural slope. A 5-foot tall fence constructed at the top of the manufactured slope will provide additional protection.
- Construction of debris ditch with a 5-foot tall, 2:1 manufactured slope and 5-foot tall top of slope impact wall. The impact wall should be designed using an equivalent

1 fluid pressure of 125 pcf. The toe of the manufactured
2 slope should be a minimum 15 feet from the toe of the
3 natural slope.

- 4 • Construction of a debris ditch with a 5-foot tall retaining
5 wall. The base of the wall should be a minimum 15 feet
6 from the top of the natural slope.
- 7 • Construct a 6-foot tall Caltrans-type rock fence that should
8 be setback a minimum of 15 feet from the toe of the natural
9 slope.
- 10 • Implementation of a 75-foot setback from the toe of the
11 natural slope to the future property line of the proposed lots
12 and construct fencing that will provide some additional
13 measure of protection from rockfall hazards.

14 ***Mitigation Measure Geo 2*** has been adopted and made a
15 condition of approval of the project to address potential
16 construction on a geologic unit or soil that is unstable or result in
17 ground subsidence: The upper 5 to 15 feet of alluvial soil is
18 considered to be slightly, to moderately compressible, therefore,
19 partial removal and re-compaction of this material will be
20 necessary in areas where structures are planned, in order to reduce
21 the potential for excessive total and differential settlement of the
22 structures. The depth of removal and recompaction will be
23 determined in the field based on conditions exposed but is
24 expected to include complete removal of manure and organic-rich
25 soil, complete removal of uncontrolled fill soils and removal of the
26 upper 5 to 8 feet of alluvial soil.

1 *Mitigation Measure Geo 3* has been adopted and made a condition
2 of approval of the project to address potential construction on a
3 geologic unit or soil that is unstable or result in ground subsidence;
4 the project's potential to change topography or ground surface
5 relief features; substantial soil erosion or the loss of top soil; the
6 potential for an increase in water-induced erosion; and the
7 potential exceedance of acceptable levels of methane: Prior to
8 issuance of a grading permit on any implementing project, an
9 updated soils report and geotechnical study reviewing the most
10 current development plan shall be prepared to analyze on-site soil
11 conditions and slope stability and include appropriate measures to
12 provide foundation stability, seismic design, and limit damage
13 from erosion.

14 F. Hazards

15 1. Impacts:

16 The development of the project may create a significant hazard to
17 the public or the environment through reasonably foreseeable upset
18 and accident conditions involving the release of hazardous
19 materials into the environment. These impacts would be generated
20 through the development of properties that have been previously
21 used for agricultural purposes, or by the routine use of hazardous
22 materials during the construction of the site, or by the removal of
23 existing structures. These impacts can be reduced to less than
24 significant through implementation of Mitigation Measure
25 Hazards-Mat 1, 2, 3, 3a, and 4a, as well as compliance with
26 existing regulations, such as SCAQMD Rules and Regulations
27 pertaining to asbestos, Department of Transportation Office of
28

1 Hazardous Materials Safety, and pertinent provisions of Titles 8 22
2 and 26 of the California Code of Regulations. Additionally, the
3 project site is located on a site which is included on a list of
4 hazardous materials sites compiled pursuant to Government Code
5 Section 65962.5 and, as a result, would create a significant hazard
6 to the public or the environment. This impact is reduced to less
7 than significant through compliance with Mitigation Measure
8 Hazards-Mat 4. The project is also located within a County High
9 Fire Area, which may expose people or structures to a significant
10 risk of loss, injury, or death involving wildland fires, including
11 where wildlands are adjacent to urbanized areas or where
12 residences are intermixed with wildlands. This impact is reduced to
13 less than significant through implementation of design
14 considerations such as 100-foot fuel modification zone, 500 feet of
15 open space/regional park between the closest development area to
16 the San Jacinto Wildlife Area, and Mitigation Measures Hazards-
17 Fire 5 and 6. With the adoption of the following mitigation
18 measures, those impacts are mitigated to below a level of
19 significance.

20 2. Mitigation:

21 *Mitigation Measure Hazards-Mat 1* has been adopted and made a
22 condition of approval of the project to minimize impacts to the
23 future residents of the subject site from the current agricultural
24 uses: To assure that contaminated soils are not used on-site or
25 improperly exported off-site, appropriate soils testing and handling
26 shall occur. Prior to approval of tentative tract maps, site plans, or
27 other discretionary approvals for a given phase of development or
28

1 specific plan area, the County shall confirm that a Phase I ESA has
2 been prepared for the area that is the subject of the discretionary
3 action. If a Phase I ESA has not been previously prepared for the
4 area, a Phase I ESA shall be performed by a registered
5 environmental assessor (REA) prior to the approval of the
6 discretionary action. If the property had historically been used for
7 agricultural activities, the Phase I ESA shall address the potential
8 for pesticide residues. If potential hazardous materials or
9 conditions are identified in the Phase I report, the
10 recommendations of the ESA shall be implemented. Such
11 recommendations could include surficial sampling and chemical
12 analysis within agricultural areas or where soil staining was
13 observed. The Phase I ESA shall be provided to the County of
14 Riverside and shall be included in any CEQA analysis prepared in
15 connection with the consideration of the future discretionary
16 approvals for development.

17 ***Mitigation Measure Hazardous-Mat 2*** has been adopted and made
18 a condition of approval of the project to address impacts related to
19 a release of hazardous materials into the environment: An asbestos
20 and lead paint survey will be required prior to issuance of a
21 demolition permit for the demolition of existing site structures.
22 Recommendations of the study shall be implemented in
23 compliance with all applicable regulations.

24 ***Mitigation Measure Hazards-Mat 3*** has been adopted and made a
25 condition of approval of the project to address impacts related to a
26 release of hazardous materials into the environment: Removal of
27 structures including buildings, tanks, or buried materials from
28

1 contaminated areas will require monitoring by a Hazardous
2 Materials trained archaeologist. If buried materials of potential
3 historical, cultural or archaeological significance are accidentally
4 discovered during any earth-moving operations associated with the
5 proposed project, all work in that area shall be halted or diverted
6 until a qualified archaeologist can evaluate the nature and
7 significance of the finds. If the find is determined to be an
8 historical or unique archaeological resource, as defined in Section
9 15064.5 of the California Code of Regulations (State CEQA
10 Guidelines), avoidance or other appropriate measures as discussed
11 in the Cultural Resources Management Plan shall be implemented
12 (See MM Cultural 1 in Section 5.5 for further information).

13 *Mitigation Measure Hazards-Mat 3a* has been adopted and made
14 a condition of approval of the project to address impacts related to
15 a release of hazardous materials into the environment: If, while
16 performing any excavation as part of project construction, material
17 that is believed to be hazardous waste is discovered, as defined in
18 Section 25117 of the California Health & Safety Code, the
19 developer shall contact the County of Riverside Community Health
20 Agency, Department of Environmental Health. Excavation shall be
21 stopped until the material has been tested and the presence of
22 hazardous waste has been confirmed. If no hazardous waste is
23 present, excavation may continue. If hazardous waste is
24 determined to be present, the County Department of
25 Environmental Health will provide guidance regarding necessary
26 oversight so that the material is be removed and disposed of
27 pursuant to applicable provisions of California law.
28

1 **Mitigation Measure Hazards-Mat 4** has been adopted and made a
2 condition of approval of the project in order to minimize impacts
3 to the project from a burn dump that is within the project site: If
4 the burn dump is not fully remediated by the time development
5 starts, a 300-foot buffer from the burn dump site is required from
6 any proposed development until remediation of the burn dump site
7 is complete, or other measure acceptable to the RCWMD, such as
8 a barrier, to eliminate exposure pathways will be completed. No
9 setbacks or other measures to eliminate exposure pathways are
10 required if remediation has been completed and cleared by the
11 County and State Departments of Health.

12 **Mitigation Measure Hazards-Mat 4a** has been adopted and made
13 a condition of approval of the project to address impacts related to
14 a release of hazardous materials into the environment: To properly
15 assess the suitability of on-site soils to be used as fill, a
16 geotechnical evaluation shall be performed by a qualified
17 professional prior to the approval of all Tentative Tract maps or
18 site plans for a given phase of development. This evaluation will
19 include an analysis of the organic matter content of soils on the
20 site. If the organic matter content of the soils is greater than 2
21 percent when mixed with subsurface soils and/or imported fill,
22 then manure will be removed from the site and properly disposed
23 of, or mixed with other soils to reduce the organic matter to less
24 than 2 percent prior to grading operations.

25 **Mitigation Measure Hazards-Fire 5** has been adopted and made a
26 condition of approval of the project in order to reduce impacts on
27 the development from the County High Fire Area: All buildings
28

1 shall be constructed with fire retardant roofing material as
2 described in Section 1503 of the Uniform Building Code.

3 *Mitigation Measure Hazards-Fire 6* has been adopted and made a
4 condition of approval of the project in order to reduce impacts to
5 the project from potential fire fuel areas: Prior to the approval of
6 any development plan for lands adjacent to open space areas
7 (Planning Areas 58, 66, 68, 69, 73, and 81), a fire
8 protection/vegetation management (fuel modification) plan shall be
9 submitted to the fire department for review and approval. The
10 Homeowners' Association or appropriate management entity shall
11 be responsible for maintaining the elements of the plan. If
12 significant eligible cultural resources are located within or adjacent
13 to a fuel modification zone, the fire protection/vegetation
14 management plan shall be prepared in conjunction with parties
15 knowledgeable about the cultural resources such as the County
16 Archaeologist, and Native American representatives.

17 G. Hydrology

18 1. Impacts:

19 The project has the potential to create or contribute runoff water
20 which would exceed the capacity of existing or planned storm
21 water drainage systems or provide substantial additional sources of
22 polluted run-off. This impact can be reduced to less than
23 significant through compliance with local and state regulations,
24 such as General Plan policy OS 3.3, the Water Quality
25 Management Plan, and implementation of project design
26 considerations such as roadside swales and water quality basins,
27 together with compliance with MM Hydro 1 set forth below. In
28

1 addition, the development of the project will substantially alter the
2 existing drainage pattern of the site or area, including the alteration
3 of the course of a stream or river, or substantially increase the rate
4 or amount of surface runoff in a manner which would result in
5 flooding on- or off-site. This potential impact will be mitigated to
6 less than significant through compliance with MM Hydro 1 set
7 forth below, and compliance with the Water Quality Management
8 Plan, General Plan policies Os 4.3, S 4.8, S 4.9 and S 4.18, as well
9 as implementation of project design considerations, specifically the
10 Master Drainage Plan.

11 2. Mitigation:

12 *Mitigation Measure Hydro 1* has been adopted and made a
13 condition of approval of the project in order to address potential
14 significant adverse environmental impacts associated with interim
15 conditions that may exist prior to the completion of the overall
16 project storm drain and water quality treatment system: Prior to
17 approval of future Tentative Tract maps within THE VILLAGES OF
18 LAKEVIEW SPECIFIC PLAN which are proposed prior to completion
19 of the overall project drainage improvements, hydrology studies
20 will be required to analyze potential impacts and identify any
21 needed improvements within the tract and/or within the Specific
22 Plan or offsite which are required to accommodate storm water
23 flows and address water quality, as required by the County of
24 Riverside and Regional Water Quality Control Board. Potential
25 operational BMPs may include vegetated swales, sand filtration
26 systems, water quality inlets, mechanical separators, and/or other
27
28

1 proprietary devices as needed to treat expected pollutants from
2 development. (See Table 5.8-D.)

3 H. Land Use

4 1. Impacts:

5 The project lies adjacent to, and in otherwise close proximity to
6 properties that have agricultural and rural zoning. This introduces
7 a significant conflict between the higher densities within the
8 specific plan and the surrounding residential areas. The project is
9 potentially incompatible with existing and planned surrounding
10 land uses. However, both of these impacts will be reduced to
11 below a level of significance with the mitigation measures Land
12 Use 1 and 2, below, and with implementation of design
13 considerations (such as the equestrian trail) and compliance with
14 hunting regulations within the San Jacinto Wildlife Area. The
15 project has potential inconsistencies with policies in the General
16 Plan which will be addressed by Mitigation Measure Land Use 3,
17 below.

18 2. Mitigation:

19 *Mitigation Measure Land Use 1* has been adopted and made a
20 condition of approval of the project in order to reduce potential
21 significant adverse impacts due to incompatibility between
22 agricultural uses and proposed suburban development: Proposed
23 residences, school buildings, and commercial structures shall be
24 setback 300 feet from existing active agricultural uses of an
25 offensive nature which are defined as: corrals, chicken houses,
26 dairy waste ponds, manure stockpiles, or commercial livestock.
27 This setback shall not apply to areas of the project where Ramona
28

1 Expressway intervenes between active agriculture and proposed
2 development because the expressway will act as the buffer. The
3 300-foot buffer area may include public road rights-of-way,
4 parking lots, and service or maintenance areas. In addition to
5 project edge conditions, the 300-foot setback shall also apply to
6 interim conditions on-site between occupied project-related
7 buildings and existing on-site agricultural uses of an offensive
8 nature (e.g., chicken ranch) that are located in a later phase of
9 project development and may remain operational while earlier
10 phases of development are being built.

11 *Mitigation Measure Land Use 2* has been adopted and made a
12 condition of approval in order to reduce potential land use
13 density/intensity conflicts between existing rural residences on
14 Mike Lane and future residential homes within Planning Areas 55,
15 57, and 58: A sight line study or evidence showing avoidance of
16 views from proposed residences into existing homes on Mike Lane
17 shall be submitted at the time of Tract Map submittal, or as
18 otherwise approved by the Planning Director. Conflicts may be
19 avoided through use of various means including but not limited to:
20 location of windows and balconies, landscaping, walls, elevation
21 differences, or setbacks.

22 *Mitigation Measure Land Use 3* has been adopted and made a
23 condition of approval in order to eliminate inconsistencies with
24 policy LU 4.1 in the County's General Plan: To eliminate
25 inconsistencies with General Plan Policy LU.4.1, which
26 encourages public art, and to provide a mechanism for
27 interpretation of some of the historic land uses of the project site,
28

1 public art and/or historic interpretation art or exhibits, shall be
2 incorporated into the project in a minimum of three locations. At
3 least one exhibit will focus on the project site's prehistoric
4 archaeological resources and interpretation at a location(s) to be
5 determined at a later date depending on subject matter. Examples
6 of the other exhibits may include but are not limited to:
7 interpretative exhibits regarding the thoroughbred farm located
8 within the park to be built in PA 53, art as a part of community
9 entry monumentation, or art within fountains at a plaza within a
10 pedestrian-oriented commercial center.

11 I. Noise

12 1. Impacts:

13 The development of the project will create a substantial [5 dBA or
14 greater] temporary or periodic increase in ambient noise levels in
15 the project vicinity above levels existing without the project. This
16 potentially significant impact can be reduced to less than
17 significant with implementation of Mitigation Measures Noise 1
18 through 7a. In addition, the development of the project would
19 create an exposure of persons to or generation of noise levels that
20 exceed Riverside County General Plan standards. These impacts
21 will be reduced to below a level of significance with
22 implementation of Mitigation Measures Noise 8 through 11 set
23 forth below. Finally, the project may expose people to excess
24 ground-borne vibration or ground-borne noise levels; however this
25 impact can be reduced to less than significant through
26 implementation of Mitigation Measures Noise 1 through 7, set
27 forth below.
28

1 2. Mitigation:

2 *Mitigation Measures Noise 1 through 7a* have been adopted and
3 made conditions of approval of the project in order to minimize
4 impacts from temporary noise sources:

5 ***MM Noise 1:*** Whenever a construction site is within one-quarter
6 (1/4) of a mile of an occupied residence or residences, no
7 construction activities shall be undertaken between the hours of 6
8 p.m. and 6 a.m. during the months of June through September and
9 between 6 p.m. and 7 a.m. during the months of October through
10 May. Exceptions to these standards shall be allowed only with the
11 written consent of the building official.

12 ***MM Noise 2:*** Provide portable barriers for high-noise activities
13 (dumping of ballast materials for example) taking place adjacent to
14 existing sensitive receptors. The barrier is to be placed near the
15 mass-producing equipment, between the noise source and the
16 receptors. These barriers may be constructed on-site (for example)
17 from 4-foot by 8-foot sheets of marine plywood (minimum one-
18 inch thick) or one and one eighth inch (1 1/8") tongue-in-groove
19 sub-floor, backed with three and a half inch (3 1/2") thick R-11
20 fiberglass insulation for sound absorption. Several such panels
21 may be hinged together in order to be self-supporting and to
22 provide a continuous barrier.

23 ***MM Noise 3:*** All construction vehicles and equipment, fixed or
24 mobile, shall be equipped with properly operating and maintained
25 mufflers.

1 *MM Noise 4:* To the extent feasible, the noisiest operations shall
2 be scheduled to occur simultaneously in the construction program
3 to avoid prolonged periods of annoyance.

4 *MM Noise 5:* The construction contractor shall locate
5 equipment/vehicle staging and stockpiling as far as practicable
6 from existing residential dwellings and other noise-sensitive
7 receptors.

8 *MM Noise 6:* Have no music or electronically reinforced speech
9 from construction workers audible at noise-sensitive property.

10 *MM Noise 7:* All project workers exposed to noise levels above
11 80 dBA shall be provided with personal protective equipment for
12 hearing protection (i.e., earplugs and/or earmuffs); areas where
13 noise levels are routinely expected to exceed 80 dBA shall be
14 clearly posted with signs requiring hearing protection be worn.

15 *MM Noise 7a:* The developer shall notify neighboring residents
16 within ¼ mile of any areas that will require blasting, as to the
17 timing and duration of any potential blasting activities associated
18 with the proposed project. Notification shall take place a minimum
19 of five working days prior to anticipated blasting activities.

20 *Mitigation Measures Noise 8 through 11* have been adopted and
21 made conditions of approval of the project in order to minimize
22 impacts from permanent noise sources:

23 *MM Noise 8:* Prior to approval of each tentative tract and plot
24 plan, an acoustical impact analysis shall be submitted with the
25 required acoustical review application form and fees to Riverside
26 County Department of Environmental Health Office of Industrial
27 Hygiene for review and approval. The acoustical impact analysis
28

1 will address the noise that might be produced from traffic with
2 respect to residential structures and stationary noise sources and
3 will identify the sound barrier requirements for each tentative tract
4 or plot plan to ensure that the 65 dBA exterior standard for
5 sensitive receptors is met. Sound barrier heights will be based upon
6 specific lot configurations, landscaping, and other details provided
7 with the tentative tract maps and plot plans. Required sound
8 barriers shall be constructed prior to building permit issuance of
9 the last residential/commercial unit. To retain visibility and access,
10 a combination of setbacks, berms, and walls may be used to
11 achieve acceptable noise levels.

12 **MM Noise 9:** Prior to issuance of building permits within a tract, a
13 final noise study shall be submitted with the required acoustical
14 review application form and fees to the Riverside County
15 Department of Environmental Health Office of Industrial Hygiene
16 for review and approval. The final noise study will verify the
17 effectiveness of mitigation measures proposed in acoustical impact
18 analysis required in MM Noise 8 and will calculate necessary
19 Sound Transmission Class (STC) sound ratings for the windows of
20 homes subject to exterior noise impacts greater than 65 dBA and
21 provide the structural requirements necessary to meet an interior
22 level of 45 dBA. A unit-to-unit transmission analysis should be
23 performed for multi-family structures for structures containing
24 more than one use (e.g., residential and commercial live-at-work
25 buildings). This type of analysis attempts to ensure that noise does
26 not spill from one unit over into another.
27
28

1 *MM Noise 10:* Prior to approval of a site development permit for
2 commercial/office development, a noise study will be required for
3 the final version of the commercial portions of the project site to
4 ensure that noise from the commercial area will not impact
5 adjacent residential land uses by exceeding the County's noise
6 limits of 65 dBA during the day and 45 dBA at night in any ten
7 minute period. To retain visibility and access, setbacks, berms, and
8 walls may be used to achieve acceptable noise levels.

9 *MM Noise 11:* To inform future residents of The Village of
10 Lakeview that hunting is allowed in the San Jacinto Wildlife Area,
11 and their proximity to said hunting, which may cause loud
12 intermittent noises from gunshots, a disclosure statement shall be
13 provided to prospective buyers prior to the purchase of homes
14 within the proposed project. A copy of the Department of Real
15 Estate (DRE) White Report shall be given to the County Planning
16 Department that the sales staff/escrow officers, for each housing
17 area being sold have included such notification prior to Final
18 Inspection.

19 J. Public Services: Fire Protection

20 1. Impacts:

21 Development of the proposed project will increase the demand for
22 fire protection services. As its fair share contribution to the cost of
23 new facilities, development impact fees pursuant to Riverside
24 County Ordinance No. 659.6 shall be paid, a portion of which are
25 designated for fire protection services. In addition, design criteria
26 and other mitigation measures as listed below are required to
27
28

1 minimize impacts to fire protection services to below a level of
2 significance.

3 2. Mitigation:

4 **Mitigation Measure Fire 1** has been adopted and made a condition
5 of approval of the project in order to assure that the project
6 development does not proceed faster than adequate fire service
7 facilities are provided: The necessary fire station shall be
8 constructed and operational prior to issuance of building permit for
9 the 5,500th dwelling unit within the project, to accommodate the
10 equipment and staff necessary to serve all development within The
11 Villages of Lakeview Specific Plan in accordance with the terms of
12 The Villages of Lakeview Development Agreement or other
13 agreement with Riverside County.

14 **Mitigation Measure Fire 2** has been adopted and made a condition
15 of approval of the project in order to ensure that adequate fire
16 stations are provided to serve project development: The Master
17 Developer shall pay fire services development impact fees
18 pursuant to Ordinance 659.7 or, provide land and/or facilities to
19 satisfy Fire Department services standards and ensure the
20 construction and operations of adequate fire stations in accordance
21 with the terms of The Villages of Lakeview Development
22 Agreement or other agreement with the Riverside County Fire
23 Department.

24 **Mitigation Measure Fire 3** has been adopted and made a condition
25 of approval of the project in order to provide adequate facilities for
26 fire protection services: All water mains and fire hydrants
27 providing required fire flows shall be constructed in accordance
28

1 with the appropriate sections of Riverside County Ordinance No.
2 460 and/or No. 787, subject to review and approval by the
3 Riverside County Fire Department.

4 K. Transportation and Traffic

5 1. Impacts:

6 Upon completion, the project will exceed, either individually or
7 cumulatively, a level of service standard established by the county
8 congestion management agency for designated roads or highways
9 and/or cause an increase in traffic which is substantial in relation
10 to the existing traffic load and capacity of the street system. In
11 addition, the project will cause an effect upon circulation during
12 the project's construction, and substantially increase hazards to a
13 design feature (e.g., sharp curves or dangerous intersections) or
14 incompatible uses (e.g., farm equipment). Some of these impacts
15 will be reduced to a level of significance with the following
16 mitigation measures.

17 2. Mitigation:

18 *Mitigation Measures Trans 1 through 11*, exclusive of Mitigation
19 Measures Trans 6, 8 and 10, will reduce impacts to the local road
20 system to below a level of significance through the project's
21 participation in the County's Transportation Uniform Mitigation
22 Fee, Road and Bridge Benefit District, and Development Impact
23 Fee programs:

24 *MM Trans 1*: All roads shall be improved to the recommended
25 General Plan or Specific Plan designation, as approved by the
26 County Board of Supervisors, or as approved by the Transportation
27 Department. If there is a conflict between the General Plan and
28

1 Specific Plan, the General Plan designation would prevail unless
2 specific findings are made by the County that the Specific Plan
3 improvement is consistent with the General Plan.

4 **MM Trans 2:** The project proponent shall prepare a traffic impact
5 study for each "Village" of development within the SP. The
6 Village-level traffic analysis will be a refinement of the SP Traffic
7 Impact Analysis. Traffic studies for individual implementing
8 projects may be required for individual implementing projects
9 within the boundaries of Specific Plan No. 342, at the discretion of
10 the Transportation Department. Traffic studies for individual
11 implementing projects, if needed, shall identify the impacts of the
12 implementing project and needed roadway improvements to be
13 constructed prior to each implementing project. If development
14 within the Project occurs in a different order than the phasing
15 assumptions stated in County Condition of Approval 10. TRANS.1
16 , or if phases overlap substantially, a new traffic study may be
17 required to determine if any improvements from the prior un-built
18 phase need to be constructed to mitigate impacts by the phase
19 being developed.

20 **MM Trans 3:** Roadways internal to the project shall be constructed
21 as needed for development; as determined on the basis of Village-
22 level traffic studies.

23 **MM Trans 4:** Prior to the 1st occupancy, applicant shall widen
24 Ramona Expressway to four lanes from westerly of Lakeview
25 Avenue to easterly of Hansen Avenue, and signalize the
26 intersection at Lakeview Avenue and Ramona Expressway.
27
28

1 **MM Trans 5:** At such time as the project phasing requires the
2 construction of AA Street and its connection via Reservoir Avenue
3 to Ramona Expressway, applicant shall install a traffic signal at the
4 intersection of Reservoir Avenue and Ramona Expressway,
5 connect Reservoir Avenue to Lakeview Avenue via an alignment
6 approved by the Transportation Department, and close the
7 intersection at Lakeview Avenue and Ramona Expressway. The
8 new signal at Reservoir Avenue and Ramona Expressway is
9 eligible for traffic signal fee credit in accordance with the County's
10 DIF Program. As an alternative, the project proponent shall
11 provide a village-level traffic study to demonstrate that an
12 interim/temporary solution is possible to mitigate the traffic
13 impacts of the project and to provide accessibility until the grade
14 separated interchange at Reservoir Avenue and Ramona
15 Expressway is completed.

16 **MM Trans 7:** Prior to the issuance of occupancy permits for the
17 1,201st dwelling unit, or an equivalent amount of non-residential
18 building permits, applicant shall install a traffic signal at Bridge
19 Street/Ramona Expressway, and widen Ramona Expressway to 4
20 through lanes through the intersection, this improvement is eligible
21 for traffic signal fee credit, or

22 The County shall have awarded a construction contract, with full
23 funding in place, for this improvement.

24 **MM Trans 9:** Prior to the issuance of the 2,391st residential
25 occupancy permit, or building permit for an equivalent amount of
26 non-residential buildings, the applicant shall construct Reservoir
27
28

1 Avenue as a two-lane facility between Nuevo Road and 10th Street,
2 OR funding for this improvement shall be assured, otherwise.

3 **MM Trans 11:** Prior to the issuance of the 2,741st residential
4 occupancy permit, or building permit for an equivalent amount of
5 non-residential buildings, the applicant shall improve Nuevo Road
6 from two lanes to four lanes between Foothill Avenue and Menifee
7 Road, OR funding for this improvement shall be assured,
8 otherwise.

9 **Mitigation Measures Trans 12 and 13** will reduce impacts to the
10 local road system. To the extent that others have not installed the
11 signals prior to the time they are needed for the Project, the
12 proponent of the Project and all subsequent implementing projects
13 within the Specific Plan shall be responsible for design,
14 construction, and installation of traffic signals at the following off-
15 site intersections or as approved by the Transportation Department.
16 The timing of the off-site signal needs in each phase will be
17 determined based on detailed Village-level traffic studies. The
18 need for signals at on-site intersections will be determined based
19 on detailed Village-level traffic studies.

20 **MM Trans 12:** The following signals shall be installed prior to the
21 issuance of the 1,601st residential occupancy permit, or the
22 issuance of an equivalent amount of non-residential building
23 permits, or earlier if determined to be necessary on the basis of
24 village-level traffic studies:

- Bridge Street (NS) at Ramona Expressway (EW)

- Lakeview Avenue (NS) at Ramona Expressway (EW) - temporary connection, disconnected when signal or grade separation is installed at Reservoir Avenue (realigned) (NS) at Ramona Expressway (NS).
- Hansen Avenue/Davis Road (NS) at Ramona Expressway (EW) (modification)
- On-site signals as needed to support development

MM Trans 13: The following signals shall be installed prior to the issuance of the 3,201st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

- Reservoir Avenue (NS) at 10th Street (EW)
- Meniffee Road (NS) at Nuevo Road (EW)
- 5th Street/Town Center Boulevard (NS), or location in vicinity, at Ramona Expressway (EW) – temporary signal, disconnected when Town Center is connected to Ramona Expressway at its ultimate location.
- On-site signals as needed to support development

Mitigation Measures Trans 14 through 19, exclusive of Mitigation Measure Trans 17, will reduce impacts to the following intersection improvements to below a level of significance, which shall be provided prior to the issuance of the 1,601st residential occupancy permit, or the issuance of an equivalent amount of non-

1 residential building permits, or earlier if determined to be
2 necessary on the basis of village-level traffic studies:

3 **MM Trans 14:** The City of Perris and the County of Riverside are
4 coordinating with Caltrans on the improvements at the I-215
5 interchange ramps. The following geometrics are included in the
6 current Caltrans improvement plan for this intersection and are
7 expected to be completed by this phase. The intersection of I-215
8 Southbound Ramps at Ramona Expressway shall be improved to
9 provide the following geometrics:

10 Northbound: Not applicable.

11 Southbound: One left turn lane. One shared left turn and
12 through lane. One right turn lane

13 Eastbound: One through lane. One shared through and
14 right turn lane.

15 Westbound: One left turn lane. Two through lanes

16 **MM Trans 15:** Improve the intersection of Hansen Avenue/Davis
17 Road and Ramona Expressway to include the following
18 geometrics:

19 Northbound: One left turn lane. One shared through and
20 right turn lane.

21 Southbound: One left turn lane. One shared through and
22 right turn lane.

23 Eastbound: One left turn lane. One through lane. One
24 shared through and right turn lane.

25 Westbound: One left turn lane. One through lane. One
26 shared through and right turn lane.

1 **MM Trans 16:** Improve the intersection of Lakeview Avenue and
2 Ramona Expressway to provide signalization and include the
3 following geometrics:

4 Northbound: One left turn lane. One shared through and
5 right turn lane.

6 Southbound: One left turn lane. One shared through and
7 right turn lane.

8 Eastbound: One left turn lane. One through lane. One
9 right turn lane.

10 Westbound: One left turn lane. One through lane. One
11 right turn lane.

12 **MM Trans 18:** Improve the intersection of Reservoir Avenue and
13 10th Street to include the following geometrics:

14 Northbound: One shared left turn, through, and right turn
15 lane.

16 Southbound: One shared left turn, through, and right turn
17 lane.

18 Eastbound: One shared left turn, through, and right turn
19 lane.

20 Westbound: One shared left turn, through, and right turn
21 lane.

22 **MM Trans 19,** which may be waved at the direction of the County:
23 Improve the intersection of Bridge Street and Ramona Expressway
24 to include the following geometrics:

25 Northbound: Not applicable.

26 Southbound: One left turn lane. One right turn lane.

27 Eastbound: One left turn lane. Two through lanes.
28

1 Westbound: One left turn lane. Two through lanes. One
2 right turn lane.

3 Mitigation Measures Trans 20 through 22, will reduce impacts to
4 the following intersection improvements, which shall be provided
5 prior to the issuance of the 3,201st residential occupancy permit,
6 or the issuance of an equivalent amount of non-residential building
7 permits, or earlier if determined to be necessary on the basis of
8 village-level traffic studies:

9 ***MM Trans 20:*** Improve the intersection of Reservoir Avenue
10 and Ramona Expressway to include the following geometrics:

11 Northbound: One left turn lane. One through lane. One
12 right turn lane.

13 Southbound: One left turn lane. One shared through and
14 right turn lane.

15 Eastbound: One left turn lane. One through lane. One
16 right turn lane.

17 Westbound: One left turn lane. One shared through and
18 right turn lane.

19 OR

20 A village-level traffic study shall be provided to
21 demonstrate that an interim/temporary solution is possible
22 to mitigate the traffic impacts of the project and to provide
23 accessibility until the grade separated interchange at

24 Reservoir Avenue and Ramona Expressway is completed.

25 ***MM Trans 21:*** Improve the intersection of 5th Street and Ramona
26 Expressway to include the following geometrics:

27 Northbound: One left turn lane. One right turn lane.
28

1 Southbound: Not applicable.

2 Eastbound: Two through lanes. One right turn lane.

3 Westbound: One left turn lane. Two through lanes.

4 **MM Trans 22:** Improve the intersection of Reservoir Avenue and
5 10th Street to provide signalization and include the following
6 geometrics:

7 Northbound: One left turn lane. One shared through and
8 right turn lane.

9 Southbound: One left turn lane. One shared through and
10 right turn lane.

11 Eastbound: One left turn lane. One shared through and
12 right turn lane.

13 Westbound: One left turn lane. One shared through and
14 right turn lane.

15 **Mitigation Measures Trans 24 through 34** will reduce impacts to
16 the following roadways internal to the project, and shall be
17 constructed as needed for Phase I development per the following
18 geometrics and as determined on the basis of Village-level traffic
19 studies:

20 **MM Trans 24:** Construct the intersection of Reservoir Avenue and
21 AA Street to include the following geometrics:

22 Northbound: One shared through and right turn lane.

23 Southbound: One shared left turn and through lane.

24 Eastbound: Not applicable.

25 Westbound: One shared left turn and right turn lane. Stop
26 controlled.

1 **MM Trans 25:** Construct the intersection of AA Street and NN
2 Street to include the following geometrics:

3 Northbound: One shared left turn and right turn lane. Stop
4 controlled.

5 Southbound: Not applicable.

6 Eastbound: One shared through and right turn lane.

7 Westbound: One shared left turn and through lane.

8 **MM Trans 26:** Construct the intersection of CC Street and BB
9 Street to include the following geometrics:

10 Northbound: Not applicable.

11 Southbound: One shared left turn and right turn lane. Stop
12 controlled.

13 Eastbound: One shared left turn and through lane.

14 Westbound: One shared through and right turn lane.

15 **MM Trans 27:** Construct the intersection of School Access and PP
16 Street to include the following geometrics:

17 Northbound: Not applicable.

18 Southbound: One shared left turn and right turn lane. Stop
19 controlled.

20 Eastbound: One shared left turn and through lane.

21 Westbound: One shared through and right turn lane.

22 **MM Trans 28:** Construct the intersection of QQ Street and PP
23 Street to include the following geometrics:

24 Northbound: One shared left turn and right turn lane.

25 Southbound: Not applicable.

26 Eastbound: One shared through and right turn lane. Stop
27 controlled.

1 Westbound: One shared left turn and through lane. Stop
2 controlled.

3 **MM Trans 29:** Construct the intersection of Hansen Avenue and
4 Project Access to include the following geometrics:

5 Northbound: One shared through and right turn lane.

6 Southbound: One shared left turn and through lane.

7 Eastbound: Not applicable.

8 Westbound: One shared left turn and right turn lane. Stop
9 controlled.

10 **MM Trans 30:** Construct the intersection of SS Boulevard and
11 Project Access to include the following geometrics:

12 Northbound: One shared left turn, through, and right turn
13 lane. Stop controlled.

14 Southbound: One shared left turn, through, and right turn
15 lane. Stop controlled.

16 Eastbound: One shared left turn, through, and right turn
17 lane.

18 Westbound: One shared left turn, through, and right turn
19 lane.

20 **MM Trans 31:** Construct the intersection of SS Boulevard and MM
21 Street to include the following geometrics:

22 Northbound: One shared left turn, through, and right turn
23 lane.

24 Southbound: One shared left turn, through, and right turn
25 lane.

26 Eastbound: One shared left turn, through, and right turn
27 lane. Stop controlled.

28

1 Westbound: One shared left turn, through, and right turn
2 lane. Stop controlled.

3 **MM Trans 32:** Construct the intersection of SS Boulevard and
4 Lakeview Avenue to include the following geometrics:

5 Northbound: One shared left turn and through lane.

6 Southbound: One shared through and right turn lane.

7 Eastbound: One shared left turn and right turn lane. Stop
8 controlled.

9 Westbound: Not applicable.

10 **MM Trans 33:** Construct the intersection of Town Center
11 Boulevard and Retail Access to include the following geometrics:

12 Northbound: One shared through and right turn lane.

13 Southbound: One shared left turn and through lane.

14 Eastbound: Not applicable.

15 Westbound: One shared left turn and right turn lane. Stop
16 controlled.

17 **MM Trans 34:** Construct the intersection of SS Boulevard - RR
18 Street and Town Center Boulevard - Park Center Boulevard to
19 include the following geometrics:

20 Northbound: One shared left turn and through lane. Stop
21 controlled.

22 Southbound: One shared through and right turn lane. Stop
23 controlled.

24 Eastbound: One shared left turn and right turn lane.

25 Westbound: Not applicable.

26 Mitigation Measure Trans 40 will reduce impacts to the following
27 roadways internal to the project, and shall be constructed as needed
28

1 for development; as determined on the basis of the Village-level
2 traffic studies:

3 **MM Trans 40:** Prior to the issuance of the 4,331st residential
4 occupancy permit, or building permit for an equivalent amount of
5 non-residential buildings, the applicant shall improve 10th Street
6 from two to four lanes between Reservoir Avenue and Hanson
7 Avenue, OR funding for this improvement shall be assured,
8 otherwise.

9 Mitigation Measure Trans 41 will reduce significant impacts to
10 traffic signals on off-site intersections. To the extent that others
11 have not installed the signals prior to the time they are needed for
12 the Project, the proponent of the Project and all subsequent
13 implementing projects within the Specific Plan shall be responsible
14 for design, construction, and installation of traffic signals at the
15 following off-site intersections or as approved by the
16 Transportation Department.

17 The timing of the off-site signal needs in each phase will be
18 determined based on detailed village-level traffic studies. The
19 need for signals at on-site intersections will be determined based
20 on detailed village-level traffic studies.

21
22 **MM Trans 41:** The following signals shall be installed prior to the
23 issuance of the 5,101st residential occupancy permit, or the
24 issuance of an equivalent amount of non-residential building
25 permits, or earlier if determined to be necessary on the basis of
26 village-level traffic studies:

- 27 • Bridge Street (NS) at Gilman Springs Road (EW)

- Yucca Avenue (NS) at 10th Street (EW)
- On-site signals as needed to support development.

Mitigation Measures Trans 42 through 54 will reduce impacts to the following intersection improvements, which shall be provided prior to the issuance of the 5,101st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

MM Trans 42, which may be waived at the discretion of the County: Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:

Northbound: One shared left turn and right turn lane.

Southbound: Not applicable.

Eastbound: One through lane. One shared through and right turn lane.

Westbound: One left turn lane. Two through lanes.

MM Trans 43, which may be waived at the discretion of the County: Improve the intersection of Bernasconi Road and Ramona Expressway to include the following geometrics:

Northbound: One left turn lane. One shared through and right turn lane.

Southbound: One left turn lane. One shared through and right turn lane.

Eastbound: One left turn lane. One through lane. One shared through and right turn lane.

Westbound: One left turn lane. One through lane. One shared through and right turn lane.

1 *MM Trans 44*, which may be waived at the discretion of the
2 County: Improve the intersection of Hansen Avenue/Davis Road
3 and Ramona Expressway to include the following geometrics:

4 Northbound: One left turn lane. One shared through and
5 right turn lane.

6 Southbound: One left turn lane. One shared through and
7 right turn lane.

8 Eastbound: One left turn lane. Two through lanes. One
9 right turn lane.

10 Westbound: One left turn lane. Two through lanes. One
11 right turn lane.

12 *MM Trans 45*, which may be waived at the discretion of the
13 County: Improve the intersection of Town Center Boulevard and
14 Ramona Expressway to include the following geometrics:

15 Northbound: One left turn lane. One shared through and
16 right turn lane.

17 Southbound: One left turn lane. One shared through and
18 right turn lane.

19 Eastbound: One left turn lane. Two through lanes. One
20 right turn lane.

21 Westbound: One left turn lane. One through lane. One
22 shared through and right turn lane.

23 *MM Trans 46*, which may be waived at the discretion of the
24 County: Improve the intersection of Park Center Boulevard and
25 Ramona Expressway to include the following geometrics:

26 Northbound: One left turn lane. One right turn lane.

27 Southbound: Not applicable.
28

1 Eastbound: Two through lanes. One right turn lane.

2 Westbound: One left turn lane. Two through lanes.

3 **MM Trans 47:** Improve the intersection of Hansen Avenue and
4 10th Street - Wolfskill Avenue to provide signalization and include
5 the following geometrics:

6 Northbound: One left turn lane. One shared through and
7 right turn lane.

8 Southbound: One left turn lane. One shared through and
9 right turn lane.

10 Eastbound: One left turn lane. One through lane. One
11 shared through and right turn lane.

12 Westbound: One left turn lane. One through lane. One
13 shared through and right turn lane.

14 **MM Trans 48:** Improve the intersection of Bridge Street and
15 Gilman Springs Road to include the following geometrics:

16 Northbound: One left turn lane. One right turn lane.

17 Southbound: Not applicable.

18 Eastbound: One shared through and right turn lane.

19 Westbound: One left turn lane. One through lane.

20 **MM Trans 49:** Improve the intersection of Reservoir Avenue and
21 10th Street to include the following geometrics:

22 Northbound: One left turn lane. Two through lanes. One
23 free-flow right turn lane.

24 Southbound: One left turn lane. One through lane. One
25 shared through and right turn lane.

26 Eastbound: One left turn lane. One through lane. One
27 shared through and right turn lane.

1 Westbound: Two left turn lanes. Two through lanes. One
2 right turn lane.

3 **MM Trans 50:** Improve the intersection of Reservoir
4 Road/Menifee Road and Nuevo Road to include the following
5 geometrics:

6 Northbound: One left turn lane. One through lane. One
7 right turn lane.

8 Southbound: One left turn lane. One through lane. One
9 right turn lane.

10 Eastbound: One left turn lane. One shared through and
11 right turn lane.

12 Westbound: One left turn lane. One shared through and
13 right turn lane.

14 **MM Trans 51:** Improve the intersection of Yucca Avenue and 10th
15 Street to include the following geometrics:

16 Northbound: One left turn lane. One shared through and
17 right turn lane.

18 Southbound: One left turn lane. One shared through and
19 right turn lane.

20 Eastbound: One left turn lane. One through lane. One
21 shared through and right turn lane.

22 Westbound: One left turn lane. One through lane. One
23 shared through and right turn lane.

24 **MM Trans 52:** Improve the intersection of Antelope Road and
25 Nuevo Road to include the following geometrics:

26 Northbound: Not applicable.

27 Southbound: One shared left turn and right turn lane.
28

1 Eastbound: One left turn. Two through lanes.

2 Westbound: One through lane. One shared through and
3 right turn lane.

4 **MM Trans 53:** Improve the intersection of Lakeview Avenue and
5 10th Street to provide signalization and include the following
6 geometrics:

7 Northbound: One left turn lane. One shared through and
8 right turn lane.

9 Southbound: One left turn lane. One shared through and
10 right turn lane.

11 Eastbound: One left turn. One through lane. One shared
12 through and right turn lane.

13 Westbound: One left turn. One through lane. One shared
14 through and right turn lane.

15 **MM Trans 54:** The intersection of Hansen Avenue (NS) at 10th
16 Street (EW) shall be signalized and improved to provide the
17 following geometrics:

18 Northbound: one left-turn lane, one shared through/right-
19 turn lane.

20 Southbound: one left-turn lane, one shared through/right-
21 turn lane.

22 Eastbound: one left-turn lane, one through lane, one shared
23 through/right-turn lane.

24 Westbound: one left-turn lane, one through lane, one
25 shared through/right-turn lane.

26 Mitigation Measures Trans 55 through 77, exclusive of Trans 73,
27 will reduce impacts to the following roadways internal to phase
28



1 two of the project, and shall be constructed as needed for
2 development; as determined on the basis of the Village-level traffic
3 studies:

4 **MM Trans 55:** Construct the signalized intersection of QQ Street
5 and PP Street to include the following geometrics:

6 Northbound: One shared left turn and right turn lane.

7 Southbound: Not applicable.

8 Eastbound: One shared through and right turn lane.

9 Westbound: One left turn lane. One through lane.

10 **MM Trans 56:** Construct the signalized intersection of SS
11 Boulevard and Project Access to include the following geometrics:

12 Northbound: One left turn lane. One shared through and
13 right turn lane.

14 Southbound: One left turn lane. One shared through and
15 right turn lane.

16 Eastbound: One left turn lane. One shared through and
17 right turn lane.

18 Westbound: One left turn lane. One shared through and
19 right turn lane.

20 **MM Trans 57:** Construct the signalized intersection of SS
21 Boulevard and MM Street to include the following geometrics:

22 Northbound: One left turn lane. One through lane. One
23 right turn lane.

24 Southbound: One left turn lane. One shared through and
25 right turn lane.

26 Eastbound: One left turn lane. One shared through and
27 right turn lane.

1 Westbound: One left turn lane. One shared through and
2 right turn lane.

3 **MM Trans 58:** Construct the signalized intersection of SS
4 Boulevard - RR Street and Town Center Boulevard - Park Center
5 Boulevard to include the following geometrics:

6 Northbound: One left turn lane. One through lane. One
7 right turn lane.

8 Southbound: One left turn lane. One shared through and
9 right turn lane.

10 Eastbound: One left turn lane. One through lane. One
11 right turn lane.

12 Westbound: One left turn lane. One shared through and
13 right turn lane.

14 **MM Trans 59:** Construct the signalized intersection of EE Street
15 and Park Center Boulevard to include the following geometrics:

16 Northbound: One left turn lane. One shared through and
17 right turn lane.

18 Southbound: One left turn lane. One shared through and
19 right turn lane.

20 Eastbound: One left turn lane. One shared through and
21 right turn lane.

22 Westbound: One left turn lane. One shared through and
23 right turn lane.

24 **MM Trans 60:** Construct the signalized intersection of MM Street
25 and Park Center Boulevard to include the following geometrics:

26 Northbound: One left turn lane. One right turn lane.

27 Southbound: Not applicable.

28

1 Eastbound: One shared through and right turn lane.

2 Westbound: One left turn lane. One through lane.

3 **MM Trans 61:** Construct the signalized intersection of Park Center
4 Boulevard and FF Street to include the following geometrics:

5 Northbound: One left turn lane. One shared through and
6 right turn lane.

7 Southbound: One left turn lane. One shared through and
8 right turn lane.

9 Eastbound: One left turn lane. One shared through and
10 right turn lane.

11 Westbound: One left turn lane. One shared through and
12 right turn lane.

13 **MM Trans 62:** Construct the intersection of Park Center
14 Boulevard and VV Street to include the following geometrics:

15 Northbound: One through lane.

16 Southbound: One shared through and right turn lane.

17 Eastbound: One right turn lane. Stop controlled.

18 Westbound: Not applicable.

19 **MM Trans 63:** Construct the intersection of RR Street and DD
20 Street to include the following geometrics:

21 Northbound: One shared left turn and right turn lane.

22 Southbound: Not applicable.

23 Eastbound: One shared through and right turn lane. Stop
24 controlled.

25 Westbound: One shared left turn and through lane. Stop
26 controlled.

1 **MM Trans 64:** Construct the intersection of EE Street and DD
2 Street to include the following geometrics:

3 Northbound: One left turn lane.

4 Southbound: Not applicable.

5 Eastbound: One right turn lane. Stop controlled.

6 Westbound: Not applicable.

7 **MM Trans 65:** Construct the intersection of EE Street and FF
8 Street to include the following geometrics:

9 Northbound: One shared left turn, through, and right turn
10 lane.

11 Southbound: One shared left turn, through, and right turn
12 lane.

13 Eastbound: One shared left turn, through, and right turn
14 lane. Stop controlled.

15 Westbound: One shared left turn, through, and right turn
16 lane. Stop controlled.

17 **MM Trans 66:** Construct the intersection of OO Street and MM
18 Street to include the following geometrics:

19 Northbound: One shared left turn, through, and right turn
20 lane. Stop controlled.

21 Southbound: One shared left turn, through, and right turn
22 lane. Stop controlled.

23 Eastbound: One shared left turn, through, and right turn
24 lane.

25 Westbound: One shared left turn, through, and right turn
26 lane.

1 **MM Trans 67:** Construct the intersection of KK Street and MM
2 Street to include the following geometrics:

3 Northbound: One shared left turn, through, and right turn
4 lane. Stop controlled.

5 Southbound: One shared left turn, through, and right turn
6 lane. Stop controlled.

7 Eastbound: One shared left turn, through, and right turn
8 lane.

9 Westbound: One shared left turn, through, and right turn
10 lane.

11 **MM Trans 68:** Construct the intersection of LL Street and MM
12 Street to include the following geometrics:

13 Northbound: Not applicable.

14 Southbound: One shared left turn and right turn lane. Stop
15 controlled.

16 Eastbound: One shared left turn and through lane.

17 Westbound: One shared through and right turn lane.

18 **MM Trans 69:** Construct the intersection of FF Street and GG
19 Street to include the following geometrics:

20 Northbound: Not applicable.

21 Southbound: One left turn lane. Stop controlled.

22 Eastbound: Not applicable.

23 Westbound: One right turn lane.

24 **MM Trans 70:** Construct the intersection of II Street and HH
25 Street to include the following geometrics:

26 Northbound: Not applicable.

1 Southbound: One shared left turn and right turn lane. Stop
2 controlled.

3 Eastbound: One shared left turn and through lane.

4 Westbound: One shared through and right turn lane.

5 **MM Trans 71:** Construct the intersection of HH Street and JJ
6 Street to include the following geometrics:

7 Northbound: One shared left turn and right turn lane. Stop
8 controlled.

9 Southbound: Not applicable.

10 Eastbound: One shared through and right turn lane.

11 Westbound: One shared left turn and through lane.

12 **MM Trans 72:** Construct the intersection of II Street and JJ Street
13 to include the following geometrics:

14 Northbound: One right turn lane. Stop controlled.

15 Southbound: Not applicable.

16 Eastbound: Not applicable.

17 Westbound: One left turn lane.

18 **MM Trans 74:** Prior to the issuance of occupancy permits for the
19 8,681st dwelling unit, or an equivalent amount of non-residential
20 building permits, applicant shall widen Ramona Expressway from
21 Reservoir Avenue to Hansen Avenue from 4 lanes to 6 lanes or
22 provide equivalent capacity through 4 lanes with grade separations
23 at intersections, or the County shall have awarded a construction
24 contract, with full funding in place, for this improvement.

- 25
- 26 • In the event that the cost of these improvements
27 exceeds the project's TUMF and RBBB contributions
28 for this phase, County shall make its best efforts to

1 secure additional funds from the TUMF Program or
2 other Regional funding programs administered by
3 WRCOG or RCTC to contribute the additional funding,
4 and/or identify funds collected from other development
5 in the proposed Lakeview/Nuevo RBBB area to fully
6 fund these improvements.

- 7 • In addition to the County's efforts to secure funding for
8 the road widening improvements from WRCOG and
9 RCTC, applicant will establish a Community Facilities
10 District (CFD) for its then current phase of
11 development. The funds generated by the CFD shall be
12 used to fund the improvements and applicant shall
13 receive corresponding credits against RBBB and
14 TUMF fees that the current phase of development
15 would generate.

16 *MM Trans 75:* Prior to the issuance of occupancy permits for the
17 9,141st dwelling unit, or an equivalent amount of non-residential
18 building permits, applicant shall widen Ramona Expressway from
19 Hansen Avenue to Park Center Boulevard from 4 lanes to 6 lanes
20 or provide equivalent capacity through 4 lanes with grade
21 separations at intersections, OR

- 22 • The County shall have awarded a construction contract,
23 with full funding in place, for this improvement.
- 24 • In the event that the cost of these improvements
25 exceeds the project's TUMF and RBBB contributions
26 for this phase, County shall make its best efforts to
27

1 secure additional funds from the TUMF Program or
2 other Regional funding programs administered by
3 WRCOG or RCTC to contribute the additional funding,
4 and/or identify funds collected from other development
5 in the proposed Lakeview/Nuevo RBBB area to fully
6 fund these improvements.

- 7 • In addition to the County's efforts to secure funding for
8 the road widening improvements from WRCOG and
9 RCTC, applicant will establish a Community Facilities
10 District (CFD) for its then current phase of
11 development. The funds generated by the CFD shall be
12 used to fund the improvements and applicant shall
13 receive corresponding credits against RBBB and
14 TUMF fees that the current phase of development
15 would generate.

16 *MM Trans 76:* Prior to the issuance of occupancy permits for the
17 9,551st dwelling unit, or an equivalent amount of non-residential
18 building permits, applicant shall widen Ramona Expressway from
19 Reservoir Avenue westerly to the Perris City limits from 4 lanes to
20 6 lanes or provide equivalent capacity through 4 lanes with grade
21 separations at intersections, OR

- 22 • The County shall have awarded a construction contract,
23 with full funding in place, for this improvement.
- 24 • In the event that the cost of these improvements
25 exceeds the project's TUMF and RBBB contributions
26 for this phase, County shall make its best efforts to
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1 secure additional funds from the TUMF Program or
2 other Regional funding programs administered by
3 WRCOG or RCTC to contribute the additional funding,
4 and/or identify funds collected from other development
5 in the proposed Lakeview/Nuevo RBBB area to fully
6 fund these improvements.

7 In addition to the County's efforts to secure funding for the road
8 widening and bridge improvements from WRCOG and RCTC,
9 applicant will establish a Community Facilities District (CFD) for
10 its then current phase of development. The funds generated by the
11 CFD shall be used to fund the improvements and applicant shall
12 receive corresponding credits against RBBB and TUMF fees that
13 the current phase of development would generate.

14 *MM Trans 77:* Prior to the issuance of occupancy permits for the
15 9,811th dwelling unit, or an equivalent amount of non-residential
16 building permits, applicant shall widen Ramona Expressway from
17 Park Center Boulevard to Bridge Street from 4 lanes to 6 lanes or
18 provide equivalent capacity through 4 lanes with grade separations
19 at intersections, OR

- 20 • The County shall have awarded a construction contract,
21 with full funding in place, for this improvement.
- 22 • In the event that the cost of these improvements
23 exceeds the project's TUMF and RBBB contributions
24 for this phase, County shall make its best efforts to
25 secure additional funds from the TUMF Program or
26 other Regional funding programs administered by
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1 WRCOG or RCTC to contribute the additional funding,
2 and/or identify funds collected from other development
3 in the proposed Lakeview/Nuevo RBBB area to fully
4 fund these improvements.

- 5 • In addition to the County's efforts to secure funding for
6 the road widening improvements from WRCOG and
7 RCTC, applicant will establish a Community Facilities
8 District (CFD) for its then current phase of
9 development. The funds generated by the CFD shall be
10 used to fund the improvements and applicant shall
11 receive corresponding credits against RBBB and
12 TUMF fees that the current phase of development
13 would generate.

14 Mitigation Measures Trans 78 and 79 address the installation of
15 signals. To the extent that these signals have not been installed by
16 other prior to the time they are needed for the traffic generated by
17 the Specific Plan, these two measures require the installation of the
18 identified signals. The timing of installing on-site and off-site
19 signals will be determined based on village-level traffic studies.

20 ***MM Trans 78:*** The following signals shall be installed prior to the
21 issuance of the 6,801st residential occupancy permit, or the
22 issuance of an equivalent amount of non-residential building
23 permits, or earlier if determined to be necessary on the basis of
24 village-level traffic studies:

- 25 • Menifee Road (NS) at San Jacinto Road (EW)
- 26 • Menifee Road (NS) at Mapes Road (EW)
- 27 • Menifee Road (NS) at Nuevo Road (EW) (relocated)

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- Reservoir Avenue (NS) at 10th Street (EW) (Modification to add lanes)
- Park Center Boulevard (NS), or location in vicinity, at Ramona Expressway (EW) – temporary signal to be removed when Park Center is connected to Ramona Parkway at its ultimate location.
- Yucca Avenue (NS) at 10th Street (EW) (Modification to add lanes)
- On-site signals as needed to support development

MM Trans 79: The following signals shall be installed prior to the issuance of the 9,081st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

- Foothill Avenue (NS) at Nuevo Road (EW)
- Antelope Road (NS) at Nuevo Road (EW)

On-site signals as needed to support developmentMitigation
Measures Trans 81 through 92, exclusive of Trans 86, will reduce impacts to the following intersection improvements, which shall be provided prior to the issuance of the 6,801st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

MM Trans 81: Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:

Northbound: One shared left turn and through lane. One right turn lane.

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Southbound: Not applicable.

Eastbound: Two through lanes. One right turn lane.

Westbound: One left turn lane. Two through lanes.

MM Trans 82, which may be waived at the discretion of the County: Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometrics:

Northbound: One left turn lane. One through lane. One free flow right turn lane.

Southbound: One left turn lane. One through lane. One right turn lane.

Eastbound: One left turn lane. Two through lanes. One right turn lane.

Westbound: Two left turn lanes. Two through lanes. One right turn lane.

MM Trans 83, which may be waived at the discretion of the County: Improve the intersection of QQ Street/Town Center Boulevard and Ramona Expressway to include the following geometrics:

Northbound: Two left turn lanes. One through lane. One right turn lane.

Southbound: One left turn lane. One through lane. One right turn lane.

Eastbound: One left turn lane. Two through lanes. One free flow right turn lane.

Westbound: One left turn lanes. Two through lanes. One right turn lane.

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MM Trans 84, which may be waived at the discretion of the County: Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics:

- Northbound: One left turn lane. One free flow right turn lane.
- Southbound: Not applicable.
- Eastbound: Two through lanes. One right turn lane.
- Westbound: Two left turn lanes. Two through lanes.

MM Trans 85, which may be waived at the discretion of the County: Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics:

- Northbound: Not applicable.
- Southbound: One left turn lane. One right turn lane.
- Eastbound: One left turn lane. Two through lanes.
- Westbound: Two through lanes. One right turn lane.

MM Trans 87: Improve the intersection of Reservoir Avenue and 9th Street to include the following geometrics:

- Northbound: One through lane. One shared through and right turn lane.
- Southbound: One left turn lane. Two through lanes.
- Eastbound: Not applicable.
- Westbound: One shared left turn and right turn lane.

MM Trans 88: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics:

- Northbound: One through lane. Two through lanes. One free flow right turn lane.

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Southbound: Two left turn lanes. One through lane. One shared through and right turn lane.

Eastbound: One left turn lane. One through lane. One shared through and right turn lane.

Westbound: Two left turn lanes. Two through lanes. One right turn lane.

MM Trans 89: Improve the intersection of Lakeview Avenue and 10th Street to include the following geometrics:

Northbound: One left turn lane. One shared through and right turn lane.

Southbound: One left turn lane. One shared through and right turn lane.

Eastbound: One left turn lane. One through lane. One shared through and right turn lane.

Westbound: One left turn lane. One through lane. One shared through and right turn lane.

MM Trans 90: Improve the intersection of Antelope Road and Nuevo Road to include the following geometrics:

Northbound: Not applicable.

Southbound: One shared left turn and right turn lane.

Eastbound: One left turn lane. Two through lanes.

Westbound: One through lane. One shared through and right turn lane.

MM Trans 91: Improve the intersection of Reservoir Road/Menifee Road and Nuevo Road to include the following geometrics:

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Northbound: One left turn lane. Two through lanes. One right turn lane.

Southbound: One left turn lane. Two through lanes. One free flow right turn lane.

Eastbound: Two left turn lanes. One shared through and right turn lane.

Westbound: One left turn lane. One shared through and right turn lane.

MM Trans 92: Improve the intersection of Menifee Road and San Jacinto Road to include the following geometrics:

Northbound: One left turn lane. One shared through and right turn lane.

Southbound: One left turn lane. One through lane. One right turn lane.

Eastbound: One left turn lane. One shared through and right turn lane.

Westbound: One left turn lane. One shared through and right turn lane.

Mitigation Measures Trans 93 through 100, will reduce impacts to the following intersection improvements, which shall be provided prior to the issuance of the 9,081st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

MM Trans 93, which may be waived at the discretion of the County: Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:

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Northbound: One left turn lane. One right turn lane.

Southbound: Not applicable.

Eastbound: Two through lanes. One shared through and right turn lane.

Westbound: One left turn lane. Three through lanes.

MM Trans 94, which may be waived at the discretion of the County: Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometrics:

Northbound: One left turn lane. One through lane. One free flow right turn lane.

Southbound: One left turn lane. One through lane. One right turn lane.

Eastbound: Two left turn lanes. Three through lanes. One right turn lane.

Westbound: Two left turn lanes. Three through lanes. One right turn lane.

MM Trans 95, which may be waived at the discretion of the County: Improve the intersection of QQ Street/Town Center Boulevard and Ramona Expressway to include the following geometrics:

Northbound: Two left turn lanes. One through lane. One right turn lane.

Southbound: One left turn lane. One through lane. One right turn lane.

Eastbound: Two left turn lanes. Three through lanes. One free flow right turn lane.

1 Westbound: Two left turn lanes. Three through lanes.
2 One right turn lane.

3 **MM Trans 96**, which may be waived at the discretion of the
4 County: Improve the intersection of Park Center Boulevard and
5 Ramona Expressway to include the following geometrics:

6 Northbound: One left turn lane. One free flow right turn
7 lane.

8 Southbound: Not applicable.

9 Eastbound: Three through lanes. One right turn lane.

10 Westbound: Two left turn lanes. Three through lanes.

11 **MM Trans 97**, which may be waived at the discretion of the
12 County: Improve the intersection of Bridge Street and Ramona
13 Expressway to include the following geometrics:

14 Northbound: Not applicable.

15 Southbound: One left turn lane. One right turn lane.

16 Eastbound: One left turn lane. Three through lanes.

17 Westbound: Three through lanes. One right turn lane.

18 **MM Trans 98**, which may be waived at the discretion of the
19 County: Improve the intersection of Bernasconi Road and Ramona
20 Expressway to include the following geometrics:

21 Northbound: One left turn lane. One shared through and
22 right turn lane.

23 Southbound: One left turn lane. One shared through and
24 right turn lane.

25 Eastbound: One left turn lane. Two through lanes. One
26 shared through and right turn lane.

1 Westbound: One left turn lane. Two through lanes. One
2 shared through and right turn lane.

3 **MM Trans 99:** Improve the intersection of Hansen Avenue and
4 10th Street/SS Boulevard to include the following geometrics:

5 Northbound: One left turn lane. One through lane. One
6 right turn lane.

7 Southbound: One left turn lane. One shared through and
8 right turn lane.

9 Eastbound: One left turn lane. Two through lanes. One
10 right turn lane.

11 Westbound: One left turn lane. One through lane. One
12 shared through and right turn lane.

13 **MM Trans 100:** Improve the intersection of Reservoir Avenue and
14 10th Street to include the following geometrics:

15 Northbound: Two left turn lanes. Two through lanes. One
16 free flow right turn lane.

17 Southbound: Two left turn lanes. Two through lanes. One
18 right turn lane.

19 Eastbound: Two left turn lanes. One through lane. One
20 right turn lane.

21 Westbound: Two left turn lanes. Two through lanes. One
22 right turn lane.

23 Mitigation Measures Trans 101 through 117 will reduce impacts to
24 the following roadways internal to project as determined on the
25 basis of the Village-level traffic studies:

26 **MM Trans 101:** Construct the signalized intersection of SS
27 Boulevard and MM Street to include the following geometrics:
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Northbound: One left turn lane. One through lane. One right turn lane.

Southbound: One left turn lane. One shared through and right turn lane.

Eastbound: One left turn lane. One shared through and right turn lane.

Westbound: One left turn lane. One through lane. One right turn lane.

MM Trans 102: Construct the signalized intersection of Town Center Boulevard and Retail Access to include the following geometrics:

Northbound: One shared through and right turn lane.

Southbound: One left turn lane. One through lane.

Eastbound: Not applicable.

Westbound: One left turn lane. One right turn lane.

MM Trans 103: Construct the signalized intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics:

Northbound: One left turn lane. One through lane. One right turn lane.

Southbound: One left turn lane. One through lane. One right turn lane.

Eastbound: One left turn lane. Two through lanes. One right turn lane.

Westbound: One left turn lane. One through lane. One shared through and right turn lane.

1 **MM Trans 104:** Construct the signalized intersection of Park
2 Center Boulevard and FF Street to include the following
3 geometrics:

4 Northbound: One left turn lane. Two through lanes. One
5 right turn lane.

6 Southbound: One left turn lane. Two through lanes. One
7 right turn lane.

8 Eastbound: One left turn lane. One shared through and
9 right turn lane.

10 Westbound: One left turn lane. One through lane. One
11 right turn lane.

12 **MM Trans 105:** Construct the intersection of Park Center
13 Boulevard and VV Street to include the following geometrics:

14 Northbound: One through lane. One shared through and
15 right turn lane.

16 Southbound: One through lane. One shared through and
17 right turn lane.

18 Eastbound: One right turn lane. Stop controlled.

19 Westbound: One right turn lane. Stop controlled.

20 **MM Trans 106:** Construct the intersection of RR Street and DD
21 Street to include the following geometrics:

22 Northbound: One shared left turn, through, and right turn
23 lane.

24 Southbound: One shared left turn, through, and right turn
25 lane.

26 Eastbound: One shared left turn, through, and right turn
27 lane. Stop controlled.
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1 Westbound: One shared left turn, through, and right turn
2 lane. Stop controlled.

3 **MM Trans 107:** Construct the intersection of EE Street and DD
4 Street to include the following geometrics:

5 Northbound: One shared left turn and through lane.

6 Southbound: One shared through and right turn lane.

7 Eastbound: One shared left turn and right turn lane. Stop
8 controlled.

9 Westbound: Not applicable.

10 **MM Trans 108:** Construct the intersection of EE Street and FF
11 Street to include the following geometrics:

12 Northbound: One shared left turn, through, and right turn
13 lane. Stop controlled.

14 Southbound: One shared left turn, through, and right turn
15 lane. Stop controlled.

16 Eastbound: One shared left turn, through, and right turn
17 lane. Stop controlled.

18 Westbound: One shared left turn, through, and right turn
19 lane. Stop controlled.

20 **MM Trans 109:** Construct the intersection of OO Street and MM
21 Street to include the following geometrics:

22 Northbound: One shared left turn, through, and right turn
23 lane. Stop controlled.

24 Southbound: One shared left turn, through, and right turn
25 lane. Stop controlled.

26 Eastbound: One left turn lane. One through lane. One
27 shared through and right turn lane.
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1 Westbound: One left turn lane. One through lane. One
2 shared through and right turn lane.

3 **MM Trans 110:** Construct the intersection of KK Street and MM
4 Street to include the following geometrics:

5 Northbound: One shared left turn, through, and right turn
6 lane. Stop controlled.

7 Southbound: One shared left turn, through, and right turn
8 lane. Stop controlled.

9 Eastbound: One left turn lane. One through lane. One
10 shared through and right turn lane.

11 Westbound: One left turn lane. One through lane. One
12 shared through and right turn lane.

13 **MM Trans 111:** Construct the signalized intersection of LL Street
14 and MM Street to include the following geometrics:

15 Northbound: One left turn lane. One shared through and
16 right turn lane.

17 Southbound: One left turn lane. One shared through and
18 right turn lane.

19 Eastbound: One left turn lane. One shared through and
20 right turn lane.

21 Westbound: One left turn lane. One shared through and
22 right turn lane.

23 **MM Trans 112:** Construct the intersection of FF Street and GG
24 Street to include the following geometrics:

25 Northbound: Not applicable.

26 Southbound: One left turn lane. One right turn lane. Stop
27 controlled.
28

1 Eastbound: One left turn lane. One through lane.

2 Westbound: One shared through and right turn lane.

3 **MM Trans 113:** Construct the intersection of TT Street and GG
4 Street to include the following geometrics:

5 Northbound: Not applicable.

6 Southbound: One shared left turn and right turn lane. Stop
7 controlled.

8 Eastbound: One shared left turn and through lane.

9 Westbound: One shared through and right turn lane.

10 **MM Trans 114:** Construct the intersection of II Street and JJ Street
11 to include the following geometrics:

12 Northbound: One shared left turn and right turn lane. Stop
13 controlled.

14 Southbound: Not applicable.

15 Eastbound: One shared through and right turn lane.

16 Westbound: One shared left turn and through lane.

17 **MM Trans 115:** Construct the intersection of TT Street and JJ
18 Street to include the following geometrics:

19 Northbound: One shared left turn and right turn lane. Stop
20 controlled.

21 Southbound: Not applicable.

22 Eastbound: One shared through and right turn lane.

23 Westbound: One shared left turn and through lane.

24 **MM Trans 116:** Construct the intersection of TT Street and UU
25 Street to include the following geometrics:

26 Northbound: One shared left turn and through lane.

27 Southbound: One shared through and right turn lane.

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1 Eastbound: One shared left turn and right turn lane. Stop
2 controlled.

3 Westbound: Not applicable.

4 **MM Trans 117:** All improvements listed for Phases 1A, 1B, 2, 3A,
5 and 3B are requirements for interim conditions only. Full right-of-
6 way and roadway half sections adjacent to the property for the
7 ultimate roadway cross-section per the County's Road
8 Improvement Standards and Specifications must be provided.

9 Mitigation Measures Trans 118 through 121 will reduce impacts to
10 the impacts upon circulation on local roads during the project's
11 construction:

12 **MM Trans 118:** If Option A is implemented to move fill dirt from
13 south of Ramona Expressway to north and to mitigate for the
14 potential significant effect on the circulation system that would
15 result if access to Ramona Expressway from the existing
16 Lakeview/Nuevo community was eliminated, the intersection of
17 Lakeview Avenue and Ramona Expressway shall be maintained
18 during the months that Ramona Expressway is being used in its
19 relocated location to the north. (See Section 5.14, Threshold C, pg.
20 5.14-178.)

21 **MM Trans 119:** If Option A is implemented to move fill dirt from
22 south of Ramona Expressway to north, all construction
23 management, staging and equipment parking areas shall be
24 maintained in a location north of Ramona Expressway to avoid
25 construction traffic driving through existing neighborhoods to get
26 to existing signals, or causing traffic hazards by crossing at
27 unsignalized locations.
28

1 *MM Trans 120:* If Option B is implemented, at least one lane of
2 Ramona Expressway must remain open at all times during the
3 construction of the over/under crossing. Traffic control plans shall
4 be approved by the County prior to the issuance of encroachment
5 permits for work within the right-of-way.

6 *MM Trans 121:* If the overcrossing (bridge) approach to Option B
7 is implemented, bridge plans and specifications must include solid
8 railings or other design features that would eliminate the risk of
9 falling dirt and debris.

10 Mitigation Measures Trans 122 through 123 will reduce impacts to
11 the impacts from hazards regarding design features or incompatible
12 vehicular traffic on local roads:

13 *MM Trans 122:* Sight distance at the project entrance roadways
14 shall be reviewed with respect to standard County of Riverside
15 sight distance standards at the time of preparation of final grading,
16 landscape, and street improvement plans.

17 *MM Trans 123:* Signing/stripping plans shall be provided to the
18 County for review and approval in conjunction with detailed
19 construction plans for the project on-site roads.

20 L. Utilities

21 1. Impacts:

22 Development of the proposed project will generate the need for
23 new or expanded facilities from local utility providers. In
24 particular, the project will have an impact on the local water
25 supply and existing water supply infrastructure. This impact is
26 considered less than significant through compliance with existing
27 regulatory requirements, specifically SB 610, SB 221, and County
28

1 General Plan Policies OS 1.1, OS 2.1, OS 2.3, OS 2.4, OS 4.5, and
2 LU 5.3 together with MM Util 1 set forth below. Additionally, the
3 project will require new storm water drainage facilities which will
4 be mitigated to less than significant through compliance with
5 existing regulatory requirements, specifically General Plan
6 Policies S 4.10, OS 2.2, LU 5.2; implementation of project design
7 considerations such as preparation of a SWPPP, WQMP and
8 design specifications of the RCFCWCD; and compliance with
9 MM Util 2, 2a, 3 and 3a. The project will have a less than
10 significant impact on electrical facilities through compliance with
11 regulatory requirements, specifically Title 24, SB 1305, General
12 Plan policies LU 5.2 and 5.4, and SCE's policy and extension rules
13 as well as compliance with MM Util 4, 5 and 6. The project will
14 have a potentially significant impact on natural gas facilities which
15 will be reduced to less than significant through compliance with
16 regulatory requirements, specifically General Plan policies LU 4.2,
17 and Southern California Gas Company's policy and extension rule
18 as well as implementation of MM Util 7 and 8. The project will
19 also have a significant impact to local landfills and their capacity
20 which can be mitigated to less than significant through compliance
21 with regulatory requirements, such as AB 939, AB 1327, and
22 General Plan policies OS 13.1, and AG 5.1, together with
23 compliance with MM Util 9, 10 and 11. Each of these impacts
24 will be mitigated to below a level of significance with
25 implementation of the following mitigation measures referenced
26 above.

27 **2. Mitigation:**
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1 **Mitigation Measure Util 1** has been adopted and made a condition
2 of approval of the project in order to mitigate potential significant
3 impacts to disruption of water supply due to lack of access by
4 Metropolitan Water District's (MWD) and/or Eastern Municipal
5 Water District's (EMWD) to existing facilities and rights-of-way
6 within and immediately adjacent to the boundaries of the project:
7 EMWD and MWD shall be allowed to maintain facilities, rights-
8 of-way and access to their existing facilities at all times in order to
9 repair and maintain these facilities. To avoid potential conflicts,
10 preliminary engineering design drawings or improvement plans for
11 any project activity, including but not limited to recreational
12 facilities and storm drain plans, in an area which would impact one
13 or more of these facilities or rights-of-way shall be submitted to
14 EMWD or MWD, as appropriate, for approval to proceed. All
15 submittals shall clearly delineate the respective water facility and
16 rights-of-way.

17 **Mitigation Measure Util 2** has been adopted and made a condition
18 of approval of the project in order to mitigate for potential traffic
19 impacts along Ramona Expressway as a result of the installation of
20 the expansion of utility facilities in the area: Boring and tunneling
21 techniques shall be used, if feasible, to construct the main storm
22 drain channel which crosses under Ramona Expressway and is
23 located west of Town Center Boulevard . If this construction
24 method is found to be infeasible, MM Util 2a shall be
25 implemented.

26 **MM Util 2a:** Should crossing or open trenching through the
27 Ramona Expressway be required as a part of the construction of
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1 the storm drain channel identified in MM Util 2, temporary traffic
2 control measures including but not limited to, flagmen, temporary
3 median barriers, or realigned roadway segments shall be used to
4 maintain two-way traffic at all times. A traffic control plan shall be
5 submitted for approval to RCFCWCD and County Transportation
6 Department with the construction documents for the channel.

7 *Mitigation Measure Util 3* has been adopted and made a condition
8 of approval of the project which will avoid potential significant
9 flooding or water quality impacts which would result if the
10 necessary phased storm drain system facilities were not in place:
11 Interim/temporary and/or final/permanent facilities shall be
12 constructed to alleviate flooding and water quality impacts
13 associate with each proposed phase of development. At the time of
14 tract map approval, the storm drain system requirements must be
15 identified and submitted to RCFCWCD and the County Planning
16 Department for approval.

17 *MM Util 3a:* In the event the applicant widens Ramona
18 Expressway, storm flows discharged from culverts on the north
19 side of Ramona Expressway east of Towne Center Parkway will be
20 spread out by mitigation structures constructed in accordance with
21 Riverside County Flood Control and Water Conservation District
22 standards in an effort to duplicate the existing drainage pattern.

23 *Mitigation Measure Util 4* has been adopted and made a condition
24 of approval of the project in order to minimize potential significant
25 environmental impacts caused by the expansion of electric utility
26 facilities: Prior to recordation of a final map by the County, the
27 current or subsequent project applicant shall construct, or enter
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1 into an agreement and post security, in a form and amount
2 acceptable to the Building and Safety Department, guaranteeing
3 the undergrounding of proposed utility distribution lines in
4 conformance with applicable County standards and the County's
5 Capital Improvement Policy.

6 ***Mitigation Measure Util 5*** has been adopted and made a condition
7 of approval of the project in order to minimize significant
8 environmental impacts caused by the expansion of electric service
9 lines: Tentative Tract maps shall be conditioned to require that all
10 electrical service lines (excluding transmission lines) serving
11 development within the project will be installed underground. This
12 includes existing service facilities that may have to be relocated
13 temporarily during grading.

14 ***Mitigation Measure Util 6*** has also been adopted and made a
15 condition of approval of the project in order to minimize
16 significant environmental impacts caused by the installation of new
17 electric service lines: The contractor shall temporarily relocate
18 existing overhead facilities, as necessary to maintain service, while
19 grading and installing the new underground system is underway.

20 ***Mitigation Measure Util 7*** shall be adopted and made a condition
21 of approval of the project to minimize the project's impacts to gas
22 service in the vicinity: Gas service shall remain available to all
23 existing customers during construction of new and replacement
24 gas lines within the project site.

25 ***Mitigation Measure Util 8*** has been adopted and made a condition
26 of approval of the project in order to minimize impacts to the
27 existing SCGC facilities: To assure that SCGC facilities are
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1 secure, access is maintained, and grading does not become a
2 hazardous situation, a chain link fence (or as approved by the
3 Planning Department) shall be installed around the existing
4 pressure control facility located on Davis Road. Truck access shall
5 be provided by the developer to the 36-inch line and the pressure
6 control facility to the satisfaction of SCGC. Any grading done
7 within the transmission easement shall require a "permission to
8 grade" letter from SCGC after review of final grading plans and
9 prior to County issuance of a grading permit.

10 *Mitigation Measure Util 9* has been adopted and made a condition
11 of approval of the project in order to minimize the amount of
12 construction and demolition materials delivered to the County's
13 landfills: The project proponent shall make every effort feasible to
14 recycle, reuse, and/or reduce the amount of construction and
15 demolition materials (i.e., concrete, asphalt, wood, etc.) generated
16 by development of the project that would otherwise be taken to a
17 landfill. This diversion of waste must exceed a 50 percent
18 reduction by weight. The project shall complete the Riverside
19 County Waste Management Department Construction and
20 Demolition Waste Diversion Program – Form B and Form C to
21 ensure compliance. Form B – Recycling Plan must be submitted
22 and approved by the Riverside County Waste Management
23 Department and provided to the Department of Building and
24 Safety prior to the issuance of building permits. Form C-
25 Reporting Form must be approved by the Riverside County Waste
26 Management Department and submitted to the Department of
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1 Building and Safety prior to the issuance of certificate of
2 occupancy/final inspection.

3 *Mitigation Measure Util 10* has been adopted and made a
4 condition of approval of the project in order to minimize green
5 waste deliveries to the County landfills: The Homeowners
6 Association established for the proposed development shall
7 establish green waste recycling through its yard maintenance or
8 waste hauling contracts. Green waste recycling includes such
9 things as grass recycling (where lawn clippings from a mulching-
10 type mower are left on the lawn) and on- or off-site composting.
11 This measure shall be implemented to reduce green waste going to
12 landfills. If such services are not available through the yard
13 maintenance or waste haulers in the area, the HOA shall provide
14 individual homeowners with information about ways to recycle
15 green waste individually and collectively. Homeowners shall be
16 notified of such in the CC & Rs.

17 *Mitigation Measure Util 11* has been adopted and made a
18 condition of approval of the project in order to assure compliance
19 with the California Solid Waste Reuse and Recycling Act of 1991
20 (AB 1327), which requires the local jurisdiction to require
21 adequate areas for collecting and loading recyclable materials:
22 Prior to issuance of Building Permits for any multi-unit residential,
23 commercial or industrial facilities, clearance from the Riverside
24 County Waste management Department is needed to verify
25 compliance with AB 1327 in terms of installation of recycling
26 access areas at these facilities.
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1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following impacts
2 potentially resulting from approval of the Project, including the General Plan amendments,
3 Change of Zone, and the adoption of Specific Plan No. 342, cannot be fully mitigated and will be
4 only partially avoided or lessened by the mitigation measures hereinafter specified, therefore the
5 Board makes the finding, based upon substantial evidence in the record, set forth in CEQA
6 Section 21081(a)(3) that: Specific economic, legal, social, technological, or other
7 considerations, including considerations for the provision of employment opportunities for
8 highly trained workers, make infeasible mitigation measures or alternatives identified in the
9 environmental impact report. With respect to the project's cumulative contribution to global
10 climate change as a result of greenhouse gas emissions, the Board further finds that in addition to
11 the finding set forth in CEQA Section 21081(a)(3), because many of the actions, programs and
12 measures to fully implement AB 32 are with the responsibility and control of other public
13 agencies, and that those requirements can and should be adopted and implemented by those other
14 agencies, the Board also adopts the finding set forth in CEQA Section 21081(a)(2). As required
15 by CEQA Section 21081(b), the County finds that for each of the significant impacts which are
16 subject to a finding under Section 21081(a)(3), that specific overriding economic, legal, social,
17 technological, or other benefits of the project outweigh the significant effects on the
18 environment:

19 A. Aesthetics - Cumulative

20 1. Impacts:

21 The project when considered with the buildout of the County
22 General Plan will have a cumulatively significant impact on the
23 Ramona Expressway and will contribute cumulatively to a
24 significant and unavoidable change in the visual character of the
25 area through conversion of open space to urban uses. Although
26 site-specific aesthetic impacts may be reduced to below a level of
27 significance through implementation of the mitigation measures
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1 identified in the EIR and set forth above, the cumulative impact of
2 the development of the project on aesthetic resources is significant.
3 This finding is consistent with the County's finding in adopting the
4 RCIP General Plan EIR which concluded that "future development
5 within Riverside County and development in surrounding [cities]
6 would result in the intensification of urban uses as well as
7 conversion of open space into urban land uses. . . ." Although
8 alternatives were considered which would reduce aesthetic impacts
9 by retaining various portions of the project area in agricultural
10 operations, the County finds that none of the alternatives would
11 reduce this cumulative impact to less than significant, and that the
12 impacts will remain significant and unavoidable after consideration
13 of the mitigation measures and alternatives.

14 2. Mitigation:

15 The EIR evaluated several mitigation measures to address potential
16 significant adverse impacts upon aesthetic resources; however, no
17 feasible mitigation measures were identified in EIR No. 471 that
18 could be implemented that would reduce the cumulative impacts to
19 aesthetic resources to less than significant. As described in the
20 Draft EIR beginning at 5.1-38, with buildout of the RCIP General
21 Plan, the area along several miles of the Ramona Expressway is
22 designated for residential, commercial and community center land
23 uses. Thus, the visual character along Ramona Expressway will
24 change over time as the General Plan builds out and prominent
25 scenic vistas open to the public will be lost. This finding is
26 consistent with the findings adopted by the County in approving
27 the RCIP General Plan. While mitigation measures provide for
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1 landscaping and enhancement of foreground view, the change in
2 visual character can be reduced, but not to a less than significant
3 level. Similarly, while several alternatives would retain more open
4 space than the proposed project, only the no development
5 alternative (Alternative 1) would avoid this impact, and that
6 alternative is not feasible in terms of implementation of the County
7 General Plan. All other alternatives would result in some level of
8 development, including Alternative 2 (development under the
9 RCIP General Plan) which the County found to have a significant
10 unavoidable impact on aesthetics when it adopted the RCIP
11 General Plan. Comments have suggested that the County consider
12 adoption of ordinances (a) requiring the preservation of open space
13 and agricultural lands, (b) imposing fees to purchase agricultural
14 easements, (c) requiring low density zoning in scenic areas or (d)
15 designating certain areas of the County as scenic or open space
16 with protective regulations for those areas to mitigate aesthetic
17 impacts resulting from the conversion of open space areas to
18 developed land. Those measures that are intended to preserve
19 agricultural land as open space are discussed below in the findings
20 regarding the infeasibility of measures to reduce the impact on
21 agricultural resources to less than significant. With regard to the
22 adoption of ordinances requiring the preservation of open space,
23 the appropriate land use mechanism to designate land uses is the
24 General Plan. The adoption of a site specific ordinance to
25 redesignate lands open space or rezone lands for lower density
26 development would be contrary to the objectives of the General
27 Plan, would contravene the goals and objectives of the General
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1 Plan, and would be contrary to sound planning principles under the
2 California Planning and Zoning laws and is therefore considered
3 infeasible by the County. The County considered which lands
4 should be set aside for open space and which lands would be
5 appropriate for development when it recently adopted its RCIP
6 General Plan. At that time, the County determined that the Project
7 site should be designated with a Community Development Overlay
8 as it was determined by the County to be an appropriate site for
9 community development in the future. The proposed Project,
10 including adoption of the Specific Plan provides the appropriate
11 land use entitlement to address the General Plan's designation of
12 the Project site as Community Development. The County has
13 considered designating certain areas as scenic, including a
14 proposed scenic highway designation along Ramona Expressway,
15 but this alone would not feasibly mitigate the conversion of
16 currently undeveloped or agricultural areas to development
17 consistent with the TVOL Specific Plan. In conclusion, there are
18 no feasible measures to reduce this impact to less than significant
19 and for these reasons, the County finds this impact significant and
20 unavoidable.

21 B. Agriculture – Project and Cumulative

22 1. Impacts:

23 Development of the project will result in the conversion of 289
24 acres of Prime Farmland, 1 acre of Unique Farmland, 205 acres of
25 Farmland of Statewide Importance, and 741 acres of Farmland of
26 Local Importance to urban uses. Although the project does not
27 conflict with any Williamson Act Contract, it does significantly
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1 conflict with the existing agricultural uses. These impacts were
2 also considered unavoidable and adverse when the County adopted
3 the Riverside County General Plan. At that time the County found
4 that the loss of agricultural lands, such as the project site, would be
5 a significant and unmitigable impact and adopted a statement of
6 overriding considerations. The Villages of Lakeview project
7 proposes more development than the land use designation placed
8 upon the property by the Riverside County General Plan, and this
9 impact would continue to be significant and unavoidable, even
10 with implementation of the following mitigation measures.
11 Although alternatives to the project were considered which would
12 minimize the impact to agricultural resources, the only alternative
13 that would avoid the impact altogether was Alternative 1, No
14 Project/No Development. Other mitigation measures were
15 considered beyond those set forth below and discussed at DEIR
16 pages 5.2-12 and 7.0-17, however those measures were
17 determined to be infeasible or incapable of reducing the impact to
18 less than significant. Mitigation that was considered included
19 imposing conservation easements on other designated farmland
20 which easement would then be conveyed to a land trust or other
21 non-profit organization to hold the easement in perpetuity.
22 Although the project will place 100 acres of agricultural land under
23 a conservation easement, for the reasons discussed in the DEIR at
24 page 5.2-12, 1:1 mitigation through this form of mitigation is not
25 considered feasible due to the absence of an agricultural land trust
26 for this amount of land, the unique real estate market in Southern
27 California, and the easement acquisition process. Another
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1 mitigation considered was the payment of a per-acre fee whether
2 imposed as a fee or imposed through adoption of a County-wide
3 ordinance; however, this too was determined to be infeasible
4 because even if a fee were collected, neither the County nor any
5 other organization within the County maintains a program for the
6 acquisition of development rights on farmland and so its capability
7 of accomplishing the objective within a reasonable period of time
8 is questionable and therefore determined to be infeasible by the
9 County. Moreover, a net loss of farmland would still occur. For
10 these reasons, this impact was determined to be unavoidable and
11 adverse, consistent with the findings of the County made in
12 connection with adoption of the RCIP General Plan.

13 2. Mitigation:

14 *Mitigation Measure Ag 2* has been adopted and made a part of the
15 project to reduce the impacts to Prime Farmland, Unique
16 Farmland, and Farmland of Unique Importance: A perpetual
17 agricultural conservation easement (Easement) as defined by
18 Section 815.1 of the California Civil Code containing a minimum
19 of 100 acres of "agricultural land" as defined by Public Resources
20 Code Section 10213 within five miles of the project, shall be
21 provided by the Master Developer to the state, county, resource
22 conservation district, regional park or open-space district, regional
23 park or open-space authority, a nonprofit organization, or other
24 entity authorized to acquire and hold conservation easements under
25 Civil Code Section 815.3. The purpose of this Easement is to
26 restrict the property's use to only those uses that will not impair or
27 interfere with the property's agricultural productive capacity, its
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1 soils, and its agricultural character, values, and utility. To the
2 extent that the preservation of the open space character and scenic,
3 habitat, natural, or historic values of the property are consistent
4 with such use, it will be within the purpose of this easement to
5 protect those values. Rural enterprises or activities, including, but
6 not limited to, grazing, hunting and fishing, wildlife habitat
7 improvement, predator control, timber harvesting, and firewood
8 production, shall be permitted uses provided that the agricultural
9 productivity of the land and is not significantly impaired by those
10 activities. The Easement shall be recorded on or before the
11 issuance of the 1,500th building permit.

12 *Mitigation Measure Ag 3* has also been adopted and made a
13 condition of approval of the project to order to reduce the impacts
14 to Prime Farmland, Unique Farmland, and Farmland of Unique
15 Importance: Master Developer shall preserve within the project no
16 less than 3 acres of "Prime Farmland" as defined by Public
17 Resources Code Section 10213 for use as a community garden or
18 gardens by recordation of a conservation easement as defined by
19 Section 815.1 of the California Civil Code. To the extent that the
20 preservation of the open space character and scenic, habitat,
21 natural, or historic values of the property are consistent with such
22 use, it will be within the purpose of this easement to protect those
23 values. The Community Garden will be run by the Homeowners'
24 Association or County Service Area so as to be available to the
25 public for the purpose of gardening. The location of the
26 community garden or gardens shall occur within the 500-foot
27 Greenbelt as defined by Planning Areas 5, 7, 8, 21 and 22. An
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1 easement shall be recorded and the community garden or gardens
2 shall be available for use on or before the issuance of the 1,500th
3 building permit.

4 C. Air Quality – Project and Cumulative

5 1. Impacts:

6 Development of the project will result in an 88 percent increase in
7 the number of dwelling units on the project site as compared to the
8 County's General Plan, which exceeds the local land use plans that
9 were the basis of the developing the Air Quality Management Plan
10 (AQMP) of the South Coast Air Basin (SCAB). Short-term
11 construction emissions and long-term operational emissions (both
12 direct and cumulative) would exceed short-term South Coast Air
13 Quality Management District (SCAQMD) significance thresholds
14 during construction for volatile organic compounds (VOC), oxides
15 of nitrogen (NO_x), carbon monoxide (CO), and particulate matter
16 of 10 microns (PM-10) and 2.5 microns or less in size (PM-2.5)
17 within Phase 1 of the project; and VOC, NO_x, PM-10, and PM-2.5
18 in phases 2 and 3 of the project. SCAQMD long-term significance
19 thresholds will also be exceeded for VOC, NO_x, CO, sulfur
20 dioxide (SO₂), PM-10, and PM-2.5 over the project as a whole.
21 Additionally, the project will significantly increase the amount of
22 greenhouse gas emissions that are produced locally. The project
23 will also involve the construction of sensitive receptors near the
24 Ramona Expressway. Although all feasible mitigation measures
25 have been considered, including those which were added in
26 response to comments and addressed in the Final EIR, it is not
27 possible to reduce the impacts to less than significant. Among the
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1 mitigation measures suggested for consideration by the County
2 included the adoption of an ordinance requiring developers to pay
3 for offsetting new air pollution. This suggestion was determined
4 to be infeasible by the County because while the payment of
5 money could over time provide for offsets of existing emissions,
6 the County does not have a program by which to purchase offsets
7 and therefore the ability of this measure to be accomplished
8 successfully within a reasonable period of time is uncertain and
9 therefore of questionable feasibility. In addition, the imposition of
10 fees would not reduce the emissions anticipated to be generated by
11 the project which would still occur even if fees were paid. Also,
12 because the unavoidable air quality impacts are also cumulative in
13 nature, the imposition of fees in one county would not necessarily
14 reduce to a level of less than significant the cumulative effect of
15 air emissions generated elsewhere in the South Coast Air Basin.
16 For these reasons, the adoption of an ordinance to impose fees was
17 not considered feasible mitigation. In addition to those measures
18 evaluated in the Draft EIR, the County also evaluated mitigation
19 measures to reduce GHG emissions suggested by the Office of the
20 Attorney General and the CAPCOA (California Air Pollution
21 Control Officer's Association) White Paper on CEQA and Climate
22 Change (2008). The evaluation of these measures are set forth in
23 Response to Comment 28.90 in the Final EIR. Moreover, as
24 noted in the discussion of Alternative 6 – Low Carbon Alternative,
25 similar to the proposed project, Alternative 6 is projected to reduce
26 its GHG emissions by more than 28.3% below "business as usual;"
27 however, as with the proposed project, adoption and
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1 implementation of measures to achieve the goals set by AB 32 are
2 within the responsibility and control of other public agencies, and
3 not the project alone. As a result, so long as any additional GHG
4 emissions are produced by a project, the County must find that the
5 project's GHG emissions are cumulatively considerable and
6 significant based upon the need for third party agency regulatory
7 action. The Villages of Lakeview project will have significant
8 impacts to project and cumulative air quality, even with the
9 following mitigation measures. Moreover, although alternatives
10 were considered which would have fewer impacts (project and
11 cumulative) on air quality, none of the alternatives with the
12 exception of Alternative 1 (No Project/No Development) would
13 avoid a significant impact altogether.

14 2. Mitigation:

15 *Mitigation Measures Air 1 through 3b* have been adopted and
16 made a condition of the project to reduce short-term direct and
17 cumulative air quality impacts, as follows:

18 *MM Air 1:* During construction, ozone precursor emissions from
19 mobile construction equipment shall be controlled by maintaining
20 equipment engines in good condition and in proper tune per
21 manufacturers' specifications to the satisfaction of the Department
22 of Building and Safety. Equipment maintenance records and
23 equipment design specification data sheets shall be kept on-site
24 during construction. Compliance with this measure shall be subject
25 to periodic inspections by the Department of Building and Safety.

26 *MM Air 1a:* All project developers funded privately rather than
27 publicly (public funding requires that the winning proposal go to
28

1 the lowest responsible bidder) shall provide preference to qualified
2 grading contractor proposals that include the use of construction
3 equipment that demonstrates early compliance for off-road
4 equipment with the CARB in-use off-road diesel vehicle
5 regulation (SCAQMD Rule 2449) – and/or – meets or exceeds
6 Tier 3 standards with available CARB verified or U.S. EPA-
7 certified technologies or use of alternative fueled off-road
8 construction equipment. Proof of preference shall be reviewed by
9 the Department of Building and Safety’s Grading Division prior to
10 issuance of a grading permit.

11 ***MM Air 2:*** Where economically and physically feasible, electricity
12 from power poles shall be used instead of temporary diesel- or
13 gasoline powered generators to reduce the associated emissions.
14 Feasibility shall be determined by the contractor and approved by
15 the Department of Building and Safety’s Grading Division prior to
16 issuance of grading permits.

17 ***MM Air 3:*** To reduce construction vehicle (truck) idling while
18 waiting to enter/exit the site, prior to issuance of grading permits,
19 the contractor shall submit a traffic control plan that will describe
20 in detail safe detours to prevent traffic congestion to the best of the
21 project’s ability, and provide temporary traffic control measures
22 during construction activities that will allow both construction and
23 on-street traffic to move with less than 5-minute idling times.
24 Additional traffic control measures may include, but are not
25 limited to:

- 26 • Require construction parking to be configured such that
27 traffic interference is minimized,
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- Provide dedicated turn lanes for movement of construction trucks and equipment on- off-site,
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable,
- Reroute construction trucks away from congested streets or sensitive receptor areas, and
- Improve traffic flow by signal synchronization.

MM Air 3a: To reduce fugitive dust emissions, the developer shall provide the County of Riverside with sufficient proof of compliance with Rule 403 and other dust control measures including, but not limited to:

- Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain),
- Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered,
- Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour,
- Post contact information outside the property for the public to call if specific air quality issues arise,

- Use SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,
- Replace ground cover in disturbed areas as quickly as possible.

MM Air 3b: In order to improve air quality by reducing VOC emissions associated with the application of architectural coating, homebuilders shall apply coatings and solvents with a VOC content lower than required under Rule 1113 as amended July 13, 2007 to residential dwelling units. In addition, homebuilders are encouraged to consider the use of pre-coated construction materials and materials that do not require painting. Construction specifications shall be included in the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the County of Riverside's Building and Safety Department for compliance with this mitigation measure prior to issuance of a building permit.

Mitigation Measures Air 4 through Air 14 have been adopted and made conditions of approval of the project, in addition to Mitigation Measures Air 1-3b above, to reduce long-term impacts and green house gas emissions as follows:

MM Air 4: In order to reduce energy consumption from proposed project development, applicable plans (e.g., electrical plans, improvement maps, etc.) submitted to the County shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the

1 applicable Department (e.g., Department of Building and Safety or
2 Department of Transportation) prior to conveyance of applicable
3 streets.

4 **MM Air 5:** In order to reduce energy consumption from the
5 proposed project development, construction of large residential
6 buildings, large public buildings (library, public community
7 center, schools, and joint-use facilities), large private recreation
8 buildings owned by the Homeowners' Association (HOA) and
9 large commercial buildings (retail and office) shall exceed the
10 2007 California Energy Code - Title 24, Part 6 energy efficiency
11 standards by 35% (schools and joint-use facilities are subject to
12 Nuvview Union School District approval). Submission of a Title 24
13 worksheet with building plans shall be required by the Department
14 of Building and Safety in order to obtain a building permit. The
15 worksheet shall include both the calculations showing the
16 minimum Title 24 compliance requirements and calculations
17 demonstrating that the project will increase energy efficiency 35%
18 beyond Title 24. Compliance is determined by comparing the
19 energy efficiency of the proposed development to a minimally
20 Title 24 compliant development. The calculations must be from an
21 energy analysis computer program approved by the California
22 Energy Commission in accordance with Title 24, Part 1, Article 1,
23 Section 10-109. These approved programs include, as of February
24 2009, EnergyPro and Micropas 7 for residential buildings and
25 EnergyPro, Perform 2005, and eQuest/D2Comply for non-
26 residential buildings. (Note: "large" is defined as the primary
27 residence, main private recreation building, main public
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1 community center building, retail space with an anchor, etc.;

2 “large” excludes a shed in a residential yard, small utility

3 buildings, small pool buildings, trash enclosures, etc.)

4 **MM Air 6:** In order to reduce energy consumption from the

5 proposed project development, The Villages of Lakeview

6 homebuilders shall, if installing major appliances such as

7 dishwashers, washing machines, and refrigerators in homes, install

8 Energy Star-rated models. Major appliances installed in large

9 public buildings (library, public community center, schools, and

10 joint-use facilities) and large private recreation buildings owned by

11 the HOA shall be Energy Star-rated (schools and joint-use

12 facilities are subject to Nuview Union School District approval).

13 Proof of compliance will be required by the Department of

14 Building and Safety in order to obtain a Final Inspection. (Note:

15 “large” is defined as the primary residence, main private recreation

16 building, main public community center building, retail space with

17 an anchor, etc.; “large” excludes a shed in a residential yard, small

18 utility buildings, small pool buildings, trash enclosures, etc.)

19 **MM Air 6a:** In order to increase renewable energy sources and

20 reduce greenhouse gas emissions, large public buildings (library,

21 public community center, schools, and joint-use facilities) and

22 large private recreation buildings owned by the HOA shall be

23 installed with solar panels, photovoltaic cells, solar thermal

24 systems or other renewable energy generating technology (schools

25 and joint-use facilities are subject to Nuview Union School District

26 approval). Homebuilders are required to: 1) offer to home buyers

27 solar panels, photovoltaic cells, solar thermal systems or other

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1 renewable energy generating technology as part of the
2 homebuilder's option program, or 2) be consistent with the
3 Governor's Million Solar Roofs plan. Proof of compliance shall be
4 shown on the panel of plans or the homebuilder's option package
5 and be required by the Department of Building and Safety in order
6 to obtain a building permit. (Note: "large" is defined as the
7 primary residence, main private recreation building, main public
8 community center building, retail space with an anchor, etc.;
9 "large" excludes a shed in a residential yard, small utility
10 buildings, small pool buildings, trash enclosures, etc.)

11 **MM Air 7:** Because The Villages of Lakeview residents will be
12 adding additional car trips, and therefore contributing indirectly to
13 both criteria pollutants and greenhouses gases such as carbon
14 dioxide, The Villages of Lakeview will provide a transit center,
15 including a bus stop opportunity and park-n-ride lot to facilitate
16 carpooling and/or use of public transportation. Proof of
17 compliance will be required prior to the issuance of the 2,632st
18 building permit.

19 **MM Air 8:** Because The Villages of Lakeview residents will be
20 adding additional car trips, and therefore contributing indirectly to
21 both criteria pollutants and greenhouses gases such as carbon
22 dioxide, The Villages of Lakeview will designate parking spaces
23 for high-occupancy vehicles and provide larger parking spaces to
24 accommodate vans used for ride sharing at the transit center,
25 library, public community center, Central Park parking area, and in
26 commercial areas. Proof of compliance will be required prior to
27 the approval of the Plot Plan for each of the projects listed above.
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1 *MM Air 9:* Adequate bicycle parking (one space per 20 car spaces)
2 shall be provided at the transit center, library, public community
3 center, Central Park parking area, and the commercial areas. Proof
4 of compliance will be required prior to approval of the Plot Plan
5 for each implementing project.

6 *MM Air 10:* Because The Villages of Lakeview residents will be
7 adding additional car trips, and therefore contributing indirectly to
8 both criteria pollutants and greenhouses gases such as carbon
9 dioxide, public information shall be provided to residents about
10 opportunities to utilize walking, public transportation, carpooling,
11 and bicycles. This effort will be implemented through signage and
12 information posted at the transit center, library, public community
13 center, Central Park parking area, and in commercial areas. Proof
14 of compliance will be required prior to issuance of the building
15 permit for each of the above facilities.

16 *MM Air 11:* Because THE VILLAGES OF LAKEVIEW residents will
17 be adding additional car trips, and therefore contributing indirectly
18 to both criteria pollutants and greenhouses gases such as carbon
19 dioxide, a community vehicle shall be provided by the
20 Homeowners Association (or like entity) for resident transport. It
21 shall be an electric or alternative fuel vehicle. . Proof of
22 compliance will be required prior to the issuance of the 9,551st
23 building permit.

24 *MM Air 12:* Because The Villages of Lakeview residents will be
25 adding additional sources of solid waste to nearby landfills and
26 thereby indirectly contributing to methane emissions, in addition to
27 mitigation measures found in Section 5.15 (MM Util 9 through 11)
28

1 separate recycling and waste receptacles will be provided at all
2 public garbage bins along sidewalks and at the transit center,
3 library, public community center, Central Park parking area, and in
4 commercial areas. Proof of compliance will be required prior to
5 issuance of a building permit. Signage and information regarding
6 the recycling bins and acceptable recycling materials shall be
7 posted at the transit center, library, public community center,
8 Central Park parking area, and in commercial areas. Proof of
9 compliance will be required by the Department of Building and
10 Safety prior to the Plot Plan Final Inspection of each the above-
11 listed facilities.

12 ***MM Air 13:*** Because THE VILLAGES OF LAKEVIEW residents will
13 be adding additional car trips, and therefore contributing indirectly
14 to both criteria pollutants and greenhouses gases such as carbon
15 dioxide, THE VILLAGES OF LAKEVIEW will coordinate with the
16 transportation department and with local and regional agencies
17 where possible in order to maximize integration of the project with
18 local transportation planning and implementation efforts. These
19 efforts include the possibility of extending the Riverside Transit
20 Agency's Bus Rapid Transit System into the area and bus
21 connections to proposed Metrolink stations along the Perris Valley
22 Line. Proof of coordination shall be provided to the County
23 Transportation Department prior to the issuance of the 2,632nd,
24 6,771st, and 11,150th building permits which correspond with the
25 completion of each Phase of development, respectively.
26 Coordination materials shall include a Staff Report or Meeting
27 Minutes.
28

1 *MM Air 14:* Within the Central Park's campus of public facilities,
2 which includes a public community center and a library, up to 5
3 parking spaces (in excess of standard parking requirements) shall
4 be dedicated for the installation of an EV charging facility or for a
5 car sharing program.

6 D. Cultural – Project and Cumulative Indirect

7 Impacts:

8 The development of the project will introduce 11,150 dwelling
9 units within close proximity to sensitive cultural artifacts.
10 Additionally, the development of other projects as proposed within
11 the vicinity of the project will introduce 127,250 persons within
12 five miles of the project site. This will lead to both project and
13 cumulative indirect impacts to cultural resources including theft,
14 disturbance, or vandalism. Although several mitigation measures
15 have been introduced to minimize direct impacts to these
16 resources, the indirect effect on these resources from the project
17 and the cumulative development will still be significant and
18 unavoidable.

19 E. Land Use – Project and Cumulative

20 1. Impacts:

21 The project as proposed will have a significant impact to the
22 present and planned land use of the area as it would result in a
23 substantial alteration of the present use of the project site.
24 Accordingly, the Project includes General Plan Amendment No.
25 720, which proposes to increase the developable land use densities
26 on the subject site; however, no feasible mitigation, regulation or
27 design considerations were identified to lessen the impacts with
28

1 respect to the alteration from the present land use. Cumulatively,
2 the project is one of several proposed developments that will
3 impact existing and proposed land uses within the
4 Lakeview/Nuevo area and this portion of the County. Because the
5 project contributes to the overall new development along the
6 Ramona Expressway corridor and the Lakeview/Nuevo area,
7 cumulative land use impacts are also considered significant and
8 unavoidable. The project is also inconsistent with various General
9 Plan policies directed at conservation of agriculture, reduced
10 commutes and indirect effects of substantial population growth on
11 open space and rural character, and therefore, this is considered a
12 significant and unavoidable impact even with implementation of
13 Mitigation Measures Land Use 1, 2 and 3 described in Section H.,
14 Land Use, and set forth below, of these findings, and other
15 mitigation measures described elsewhere in these findings to
16 address impacts such as the conservation of agricultural lands.
17 The County further finds that while this impact could be avoided
18 by adoption of Alternative 1, the No Project/No Development
19 Alternative, all of the other alternatives considered would have
20 similar impacts as the proposed project, would not reduce impacts
21 to a less than significant level, and were not considered feasible
22 alternatives for the reasons set forth in these findings..

23 2. Mitigation:

24 *Mitigation Measure Land Use 1* has been adopted and made a
25 condition of approval of the project in order to reduce potential
26 significant adverse impacts due to incompatibility between
27 agricultural uses and proposed suburban development: Proposed
28

1 residences, school buildings, and commercial structures shall be
2 setback 300 feet from existing active agricultural uses of an
3 offensive nature which are defined as: corrals, chicken houses,
4 dairy waste ponds, manure stockpiles, or commercial livestock.
5 This setback shall not apply to areas of the project where Ramona
6 Expressway intervenes between active agriculture and proposed
7 development because the expressway will act as the buffer. The
8 300-foot buffer area may include public road rights-of-way,
9 parking lots, and service or maintenance areas. In addition to
10 project edge conditions, the 300-foot setback shall also apply to
11 interim conditions on-site between occupied project-related
12 buildings and existing on-site agricultural uses of an offensive
13 nature (e.g., chicken ranch) that are located in a later phase of
14 project development and may remain operational while earlier
15 phases of development are being built.

16 *Mitigation Measure Land Use 2* has been adopted and made a
17 condition of approval in order to reduce potential land use
18 density/intensity conflicts between existing rural residences on
19 Mike Lane and future residential homes within Planning Areas 55,
20 57, and 58: A sight line study or evidence showing avoidance of
21 views from proposed residences into existing homes on Mike Lane
22 shall be submitted at the time of Tract Map submittal, or as
23 otherwise approved by the Planning Director. Conflicts may be
24 avoided through use of various means including but not limited to:
25 location of windows and balconies, landscaping, walls, elevation
26 differences, or setbacks.

1 *Mitigation Measure Land Use 3* has been adopted and been made
2 a condition of approval of the project in order to eliminate
3 inconsistencies with General Plan Policy LU.4.1, which
4 encourages public art, and to provide a mechanism for
5 interpretation of some of the historic land uses of the project site:
6 Public art and/or historic interpretation art or exhibits, shall be
7 incorporated into the project in a minimum of three locations. At
8 least one exhibit will focus on the project site's prehistoric
9 archaeological resources and interpretation at a location(s) to be
10 determined at a later date depending on subject matter. Examples
11 of the other exhibits may include but are not limited to:
12 interpretative exhibits regarding the thoroughbred farm located
13 within the park to be built in PA 53, art as a part of community
14 entry monumentation, or art within fountains at a plaza within a
15 pedestrian-oriented commercial center.

16 F. Noise – Project and Cumulative

17 Impacts

18 The project will create a substantial permanent increase in ambient
19 noise levels in the project vicinity above levels existing without the
20 project. No feasible mitigation measures will reduce those impacts
21 to below a level of significance. Because these increases in noise
22 are as a result generally of vehicle trips and ambient noise created
23 by additional vehicular trips, there are no physical structures, such
24 as soundwalls, or berming, or landscape buffering that could
25 feasibly reduce the increase in ambient noise to less than
26 significant. It should be noted that there are significant noise level
27 increases from existing levels from other cumulative projects
28

1 considered in the EIR, even without the addition of project-
2 generated traffic along 31 of the 147 road segments studied; and
3 therefore, the cumulative noise impacts were considered significant
4 even without the addition of the project. Each of the segments in
5 which ambient noise levels associated with the project were
6 considered in the Final EIR; however, it was not feasible to
7 mitigate those noise increases and therefore both project and
8 cumulative noise impacts are considered significant and
9 unmitigable.

10 G. Population

11 Impacts

12 The project will cumulatively exceed official regional and local
13 population projections, and induce substantial population growth in
14 the area. The project contributes 42.5 percent of the forecasted
15 population for the Lakeview/Nuevo Planning Area and comprises
16 more than 5% of the County's projections through 2030.
17 Moreover, as the project does not improve the region's
18 jobs/housing balance, the residential population growth attributable
19 to the project is considered cumulatively considerable and
20 significant. No feasible mitigation measures will reduce those
21 impacts to below a level of significance.

22 H. Transportation / Traffic

23 1. Impacts

24 For certain roadways as discussed in each mitigation measure
25 below, the project will exceed, either individually or cumulatively,
26 a level of service standard established by the county congestion
27 management agency for designated roads or highways and/or cause
28

1 an increase in traffic which is substantial in relation to the existing
2 traffic load and capacity of the street system. Additionally, the
3 project will cause the need for altered maintenance of roads.
4 Certain improvements are identified in the EIR for which, although
5 mitigation measures have been identified that will reduce the
6 project's direct and cumulative traffic impacts to less than
7 significant, because (1) even if the project has contributed its fair
8 share of funding for the identified improvement, it is not known
9 which of the identified, off-site regional improvements will be
10 constructed and operational by the time the project is operational
11 (i.e., the project is generating trips that impact the identified
12 roadways); or (2) the improvement is the responsibility of other
13 jurisdictions or agencies, and not the County, and therefore, the
14 timing of implementation of the improvement cannot be
15 ascertained with certainty, a significant unavoidable adverse
16 temporary impact may occur until such time all identified
17 improvements have been constructed and implemented. In
18 consideration of these factors, The Villages of Lakeview project
19 will have significant impacts to planned local transportation and
20 traffic patterns, even with the following mitigation measures.

21 2. Mitigation

22 Mitigation Measures Trans 6, 8 and 10 describe the project's
23 participation in the County's Transportation Uniform Mitigation
24 Fee, Road and Bridge Benefit District, and Development Impact
25 Fee programs:

26 **MM Trans 6:** Prior to the issuance of occupancy permits for the
27 1,201st dwelling unit, or an equivalent amount of non-residential
28

1 building permits, applicant shall widen Ramona Expressway to 4
2 lanes with a median between Lakeview Avenue and the existing 4-
3 lane section of Ramona Expressway located easterly of the City of
4 Perris, OR

- 5 • The County shall have awarded a construction contract,
6 with full funding in place, for this improvement.
- 7
8 • The widening of this section of Ramona Expressway
9 may require construction of a bridge. The project shall
10 receive credit against the TUMF fees and RBBB fees
11 for this improvement. In the event that the cost of these
12 improvements exceeds the project's TUMF and RBBB
13 contributions for this phase, County shall make its best
14 efforts to secure additional funds from the TUMF
15 Program or other Regional funding programs
16 administered by WRCOG or RCTC to contribute the
17 additional funding, and/or identify funds collected from
18 other development in the proposed Lakeview/Nuevo
19 RBBB area to fully fund these improvements.
- 20 • In addition to the County's efforts to secure funding for
21 the road widening and bridge improvements from
22 WRCOG and RCTC, applicant will establish a
23 Community Facilities District (CFD) or other
24 acceptable funding mechanism to fully fund any
25 shortfall in the delivery of the four lane improvement.
26 The funds generated by the CFD shall be used to fund
27 the improvements and applicant shall receive
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1 corresponding credits against RBBB and TUMF fees
2 that the current phase of development would generate.

3 **MM Trans 8:** Prior to the issuance of occupancy permits for the
4 2,201st dwelling unit, or an equivalent amount of non-residential
5 building permits, applicant shall widen Ramona Expressway to 4
6 through lanes with a median from Hansen Avenue easterly to 5th
7 Street, OR

- 8
- 9 • The County shall have awarded a construction contract,
10 with full funding in place, for this improvement.
- 11 • In the event that the cost of these improvements
12 exceeds the project's TUMF and RBBB contributions
13 for this phase, County shall make its best efforts to
14 secure additional funds from the TUMF Program or
15 other Regional funding programs administered by
16 WRCOG or RCTC to contribute the additional funding,
17 and/or identify funds collected from other development
18 in the proposed Lakeview/Nuevo RBBB area to fully
19 fund these improvements.
- 20 • In addition to the County's efforts to secure funding for
21 the road widening improvements from WRCOG and
22 RCTC, applicant will establish a Community Facilities
23 District (CFD) for its then current phase of
24 development. The funds generated by the CFD shall be
25 used to fund the improvements and applicant shall
26 receive corresponding credits against RBBB and
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1 TUMF fees that the current phase of development
2 would generate.

3 **MM Trans 10:** Prior to the issuance of the 2,581st residential
4 occupancy permit, or building permit for an equivalent amount of
5 non-residential buildings, the applicant shall improve Nuevo Road
6 from two lanes to four lanes between Dunlap Road and Foothill
7 Avenue, OR funding for this improvement shall be assured,
8 otherwise.

9 Mitigation Measures Trans 17 discuss the projects required
10 intersection improvements to below a level of significance,
11 which shall be provided prior to the issuance of the 1,601st
12 residential occupancy permit, or the issuance of an equivalent
13 amount of non-residential building permits, or earlier if
14 determined to be necessary on the basis of village-level traffic
15 studies:

16 **MM Trans 17:** Improve the intersection of Lakeview Avenue and
17 10th Street to provide signalization and include the following
18 geometrics:

19 Northbound: One left turn lane. One shared through and
20 right turn lane.

21 Southbound: One left turn lane. One shared through and
22 right turn lane.

23 Eastbound: One left turn lane. One through lane. One
24 right turn lane.

25 Westbound: One left turn lane. One shared through and
26 right turn lane.
27
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1 **Mitigation Measures Trans 23** requires following intersection
2 improvements, which shall be provided prior to the issuance of the
3 3,201st residential occupancy permit, or the issuance of an
4 equivalent amount of non-residential building permits, or earlier if
5 determined to be necessary on the basis of village-level traffic
6 studies:

7 **MM Trans 23:** Improve the intersection of Lakeview Avenue and
8 Nuevo Road to include the following geometrics:

9 Northbound: Not applicable.

10 Southbound: One left turn lane. One right turn lane.

11 Eastbound: One left turn lane. One through lane.

12 Westbound: One shared through and right turn lane.

13 Mitigation Measures Trans 35 through 38 require improvements to
14 the following roadways internal to the project, and shall be
15 constructed as needed for Phase I development per the following
16 geometrics and as determined on the basis of Village-level traffic
17 studies:

18 **MM Trans 35:** Participate in the phased construction of off-site
19 traffic signals through payment of traffic signal mitigation fees
20 (Riverside County Traffic Signal Systems Fee Program).

21 **MM Trans 36:** The project proponent shall be required to pay the
22 Transportation Uniform Mitigation Fee (TUMF) in accordance
23 with the fee schedule in effect at the time of issuance of a building
24 permit, pursuant to Ordinance No. 824.

25 **MM Trans 37:** Prior to the issuance of building permits for any
26 implementing project for the Project, each implementing project
27 within any phase of the Project shall be asked to pay the RBBB fee
28

1 once it has been established and adopted. In the event the RBBB is
2 not formed prior to the time when an implementing project is ready
3 to record a map or obtain a building permit (for non-residential
4 projects), the proponent of the implementing project will have the
5 option of paying an estimated RBBB fee or constructing those
6 RBBB roadway improvements identified by the Transportation
7 Department based on the Traffic Impact Study Report needed to
8 mitigate its proportional share of cumulative impacts, or as
9 approved by the Transportation Department.

10 **MM Trans 38:** Proposed project-level mitigation measures shall
11 be coordinated with the RBBB to ensure that they are in
12 conformance with the ultimate improvements planned by the
13 RBBB. The applicant shall be eligible to receive proportional
14 credits against the RBBB for construction of project level
15 mitigation included in the RBBB.

16 MM Trans 39 will reduce impacts to the following roadways
17 internal to the project, and shall be constructed as needed for
18 development; as determined on the basis of the Village-level traffic
19 studies:

20
21 **MM Trans 39:** Prior to the issuance of occupancy permits for the
22 4,001st dwelling unit, or an equivalent amount of non-residential
23 building permits:

- 24 • Applicant shall widen Ramona Expressway to 4 lanes
25 with a striped median from 5th Street to connect to the
26 existing 4 lane section west of Warren Road, Or
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- The County shall have awarded a construction contract, with full funding in place, for this improvement.
- In the event that the cost of these improvements exceeds the project's TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements.
- In addition to the County's efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate.

Mitigation Measure Trans 73 requires improvements to the following roadways internal to phase two of the project, and shall be constructed as needed for development; as determined on the basis of the Village-level traffic studies:

MM Trans 73: Prior to the issuance of the 6,671st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Reservoir

1 Avenue from two lanes to four lanes between Nuevo Road and 10th
2 Street, OR funding for this improvement shall be assured,
3 otherwise.

4 Mitigation Measures Trans 80 and Trans 86, requires the following
5 intersection improvements, which shall be provided prior to the
6 issuance of the 6,801st residential occupancy permit, or the
7 issuance of an equivalent amount of non-residential building
8 permits, or earlier if determined to be necessary on the basis of
9 village-level traffic studies:

10 ***MM Trans 80:*** The City of Perris and the County of Riverside are
11 coordinating with Caltrans on the improvements at the I-215
12 interchanges ramps. The above geometrics are included in the
13 current Caltrans improvement plan for this intersection and are
14 expected to be completed by this phase. The intersection of I-215
15 NB Ramps at Ramona Expressway shall be improved to provide
16 the following geometrics:

17 Northbound: One shared left turn and through lane. One
18 right turn lane.

19 Southbound: Not applicable.

20 Eastbound: One left turn lane. Two through lanes.

21 Westbound: Two through lanes. One free flow right turn
22 lane.

23 ***MM Trans 86,*** which may be waived at the direction of the
24 County: Improve the intersection of Warren Road and Ramona
25 Expressway to include the following geometrics:

26 Northbound: Two left turn lanes. One shared through and
27 right turn lane.

1 Southbound: One shared left turn, through and right turn
2 lane.

3 Eastbound: One left turn lane. Two through lanes. One
4 right turn lane.

5 Westbound: One left turn lane. Two through lanes. One
6 right turn lane.

7 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the State CEQA
8 Guidelines (14 Cal. Code of Regs. Section 15126(d)) requires an EIR to discuss how a proposed
9 project could directly or indirectly lead to economic, population, or housing growth. A project
10 may be growth-inducing if it removes obstacles to growth, taxes community service facilities or
11 encourages other activities which cause significant environmental effects. The discussion is as
12 follows:

13 A. Economic, Population Or Housing Growth

14 The proposed project will develop a total of 11,150 dwelling units including 500
15 affordable housing units, including 250 senior housing units, and 500,000 square
16 feet of mixed-use commercial which represents the contribution of approximately
17 34,000 residents and approximately 1,000 jobs to the project area.

18 B. Removal Of An Impediment To Growth

19 The proposed project could potentially influence continued development within
20 adjacent properties by providing or extending roadways, water and sewer service,
21 utility and energy services to the immediate area. Although additional
22 improvements are required to extend these services through the project site and to
23 provide sewer service, these facilities have been planned by, and included and
24 evaluated as part of local agency service plans. Moreover, the area surrounding
25 the project site is already served by water and sewer, and while the project will
26 require extension to the project site, it completes a system, as opposed to creating
27 a new extension to open up additional areas. Although the project could influence
28

1 growth in the immediate area, growth is already occurring or planned for within
2 the area. Therefore, the Project will not induce growth through the removal of
3 impediments to growth.

4 C. Precedent-setting Effects

5 There are several precedent-setting effects of the proposed project in that the
6 project was not anticipated with the County's General Plan. In 2006, it was given
7 preliminary "permission to proceed" by the Riverside County Board of
8 Supervisors for its extraordinary benefits it was bringing to the County for
9 regional transportation improvements and the MSHCP. Additionally, the County
10 Planning Department is using several administrative elements of The Villages of
11 Lakeview, such as the Village Refinement Plan, as tools for other large-scale
12 developments.

13 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has considered the
14 following alternatives identified in EIR No. 471 in light of the environmental impacts which
15 cannot be avoided or substantially lessened, makes the following findings regarding each of the
16 alternatives, and has rejected those alternatives as infeasible for the reasons hereinafter stated:

17 A. Alternative 1: No Project/No Development Alternative

- 18 1. The No Project/No Development Alternative would result in no
19 changes to the existing land uses, and the hypothetical continued
20 use of the site with existing uses which are currently single-family
21 residences, a thoroughbred farm, a chicken ranch, field crops, and
22 other agricultural operations, with limited infrastructure.
- 23 2. The No Project/No Development Alternative would maintain
24 existing zoning classifications and environmental conditions.
- 25 3. The No Project/No Development Alternative would eliminate the
26 unavoidable adverse impacts of the project, including aesthetic,
27 agricultural resources, air quality, cultural, noise, and utilities
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1 impacts associated with development of the project; however, the
2 No Project Alternative would only partially eliminate biological
3 impacts associated with the project as disturbance of areas in
4 connection with agricultural activities would occur, and the
5 conservation and protection of almost 1,000 acres as open
6 space/conservation areas would not occur.

7 4. Because the No Project/No Development Alternative would
8 eliminate or reduce the above-referenced environmental impacts
9 and the remaining impacts would be generally less than the
10 Proposed Project, even when mitigated to less than significant by
11 the recommended mitigation measures, it is considered to be an
12 environmentally superior alternative.

13 5. The No Project/No Development Alternative would not generate
14 additional protection for biological resources through the reduction
15 of agricultural uses on the project site.

16 6. The No Project/No Development Alternative would not result in
17 the reduction of hazardous materials used for agricultural activities
18 in the project site.

19 7. The No Project/No Development Alternative would allow for the
20 continued contamination of the surface waters and ground waters
21 of the existing agricultural uses.

22 8. The No Project/No Development Alternative would not provide
23 any commercial within the project site and would therefore be
24 worse for the local jobs / housing balance.

25 9. The No Project/No Development Alternative would not provide
26 development impact fees and key roadway improvements to the
27 County for regional infrastructure.
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- 1 10. The No Project/No Development Alternative would not address
2 any of the County regional housing needs that are provided by the
3 proposed Project.
- 4 11. The No Project/No Development Alternative would not meet any
5 of the project objectives.
- 6 12. It is infeasible to maintain the project site in agricultural use over
7 the long-term given its location within a developing area, and it is
8 impractical and infeasible to assume that no development would
9 occur. Therefore, the No Project/No Development Alternative
10 may postpone rather than preclude the use of the property for more
11 intensive land uses and may result in the ultimate, albeit later
12 development of the property in a haphazard, piecemeal fashion.
- 13 13. For these reasons, the County finds that although Alternative 1
14 would avoid many of the significant effects of the proposed
15 project, it does not meet the project objectives or provide the
16 benefits (open space conservation, infrastructure improvements,
17 addressing need for additional jobs and housing in the County) of
18 the project, is infeasible because from a policy standpoint it does
19 not further the goals of the County as set forth in the RCIP General
20 Plan, and may in the long term be infeasible in terms of
21 maintaining the status quo given the existing County land use
22 designations and the assumption upon which this alternative is
23 based that no development would occur on the project site, and
24 therefore rejects Alternative 1.

25 B. Alternative 2: No Project/Existing Plans and Entitlements Alternative

- 26 1. The No Project/Existing Plans and Entitlements Alternative
27 assumes that the project site would be developed in accordance
28

1 with the existing General Plan land use designations, and existing
2 entitlements on site. This alternative assumes development of
3 agricultural, commercial, industrial, and residential uses pursuant
4 to the current County General Plan. Approximately 802 acres of
5 the project site is designated with a "Community Development
6 Overlay" and this alternative assumes that those areas would be
7 developed consistent with the General Plan. In addition, with
8 respect to existing entitlements, this alternative assumes that the
9 Lakeview Mountains where existing legal lots exist today could be
10 developed with 27 residences in addition to 826 acres of
11 agricultural uses, a chicken ranch, 436 residences for a total of
12 1,274 residences throughout the project site, and approximately
13 239,581 square feet of commercial / industrial business. Because
14 the level of development contemplated under this alternative
15 would not provide for comprehensive planning, this alternative
16 assumes that regional infrastructure improvements, such as water
17 quality, drainage, transportation, and sewer would not occur.

- 18 2. The No Project/Existing Plans and Entitlements Alternative would
19 reduce impacts to agricultural resources, short-term air quality,
20 land use/planning, libraries, population / housing, and some utility
21 services.
- 22 3. The No Project/Existing Plans and Entitlements Alternative would
23 have the same or similar impacts as the proposed project to with
24 respect to geology and noise from operational uses.
- 25 4. The No Project/Existing Plans and Entitlements Alternative would
26 have greater aesthetic, long-term air quality, biological resources,
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1 cultural resources, hazard, hydrology/water quality,
2 transportation/traffic, recreation, and utilities (sewer) impacts.

3 5. The No Project/Existing Plans and Entitlements Alternative would
4 not be environmentally superior to the proposed project due to the
5 creation of new or additional significant impacts as compared to
6 the project and the lack of regional planning programs for
7 resources such as biology, water quality, drainage and
8 transportation that would be provided by the project.

9 6. The No Project/Existing Plans and Entitlements Alternative would
10 not meet the basic project objectives including the consolidation of
11 over 900 acres of conservation /open space; protection of the
12 Lakeview Mountains; and provision of comprehensive planning
13 through implementation of a specific plan and its design standards.

14 7. The No Project/Existing Plans and Entitlements Alternative would
15 not meet key project objectives such as protection of open space,
16 including the Lakeview Mountains, providing compact building
17 design and providing a range of housing opportunities and choices.
18 Although this Alternative avoids or reduces some of the
19 unavoidable impacts of the project, it would result in additional
20 impacts, and would not provide the regional benefits that would be
21 provided by the project, such as regional drainage, transportation,
22 open space and recreational improvements as compared to the
23 project.

24 8. For these reasons, the County finds that Alternative 2 while
25 feasible, does not meet key project objectives, is not
26 environmentally superior to the project, would result in additional
27 environmental impacts, would not provide the regional programs,
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1 infrastructure improvements and benefits of the project, and
2 therefore from a policy standpoint of achieving regional benefits
3 such as achieving open space protection and providing for
4 comprehensive planning through a specific plan, rejects
5 Alternative 2.

6 C. Alternative 3: No Development north of Ramona Expressway Alternative

- 7 1. The No Development north of Ramona Expressway Alternative
8 would concentrate all proposed uses and south of Ramona
9 Expressway. All 11,150 dwelling units, all schools, parks, and
10 commercial areas would be located south of Ramona Expressway.
- 11 2. The No Development north of Ramona Expressway Alternative
12 would reduce impacts to agricultural resources, and some
13 paleontological resources due to the elimination of development
14 north of Ramona Expressway. Alternative 3 provides a 57 percent
15 reduction in impacted Prime Farmland as compared to the
16 proposed project.
- 17 3. Alternative 3 would eliminate residences north of Ramona
18 Expressway which would incrementally improve health risks to
19 future residents by removing those residences from proximity to
20 vehicular emissions from Ramona Parkway and would also
21 remove human habitation from proximity to the San Jacinto
22 Wildlife Area.
- 23 4. The No Development north of Ramona Expressway Alternative
24 would have the same or similar degree of impacts as the proposed
25 project with respect to aesthetics, air quality, cultural resources
26 south of Ramona Expressway, land use / planning, population /
27 housing, and utility services impacts associated with the project.
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1 5. The No Development north of Ramona Expressway Alternative
2 would have a greater impact upon biological and archaeological
3 resources, since those resources north of Ramona Expressway
4 would not be preserved, as they would be impacted, either directly
5 or indirectly, from agricultural activities. The designation of 29
6 acres of permanent conservation acres north of Ramona
7 Expressway proposed by the project would not occur under this
8 Alternative 3, and therefore impacts to this area could occur due to
9 continuing agricultural operations north of Ramona. Those
10 cultural resources that would be protected by protection of the 29
11 acre conservation area proposed by the project would not be
12 similarly protected from potential impacts under this Alternative.
13 Additionally, the No Development north of Ramona Expressway
14 Alternative would have a greater impact from hazards and
15 hydrology, since the agricultural activities north of Ramona
16 Expressway would still be in use, and runoff from agricultural
17 activities would not be controlled in the manner proposed by the
18 project and could result in contamination of surface water and the
19 groundwater basin. Noise and transportation/traffic impacts would
20 be greater as well, since those impacts would be concentrated
21 closer to the existing rural community.

22 6. The No Development north of Ramona Expressway Alternative
23 would meet the basic goals and objectives of the project, with the
24 exception of some conservation of sensitive species located north
25 of Ramona Expressway.

26 7. Although the No Development north of Ramona Expressway
27 Alternative would reduce the above-referenced environmental
28

1 impacts, it is not considered to be environmentally superior to the
2 project as it cannot reduce to less than significant impacts to
3 agricultural resources and would result in some additional
4 significant impacts that the project mitigates or avoids (protection
5 of sensitive species and cultural resources and additional open
6 space by conservation of 29 acres north of Ramona Expressway).

7 8. No Development north of Ramona Expressway Alternative would
8 have the same amount of development within the project, but
9 concentrated in certain areas, and therefore, it is considered to be
10 economically feasible.

11 9. The County finds that Alternative 3 could attain a majority of the
12 project objectives and is feasible, and while it substantially reduces
13 the project's impact to agricultural resources by providing for the
14 continuation of agricultural operations north of Ramona
15 Expressway, it creates additional impacts to biological and cultural
16 resources and does not eliminate entirely the project's unavoidable
17 impacts to agricultural resources. While it also removes the
18 proximity of some residences to the San Jacinto Wildlife Area, the
19 Project's impacts to the San Jacinto Wildlife Area are reduced to
20 less than significant, and this Alternative would still bring in new
21 residents overall to the Lakeview/Nuevo area that would continue
22 to have indirect impacts on the San Jacinto Wildlife Area;
23 therefore this impact would not be substantially reduced or
24 avoided. On balance, the County finds that while some impacts
25 are reduced by this Alternative, other impacts, such as cultural
26 resources and biological resources, could be greater than the
27 proposed Project, and therefore, on balance the benefits of
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1 additional conservation and open space protection north of
2 Ramona provided by the project do not warrant adoption of this
3 alternative in favor of the proposed project.

4 D. Alternative 4: Reduced Density Alternative

- 5 1. The Reduced Density Alternative would reduce the total number
6 of residential dwelling units by proposing single-family residential
7 lots over the project site. This alternative includes 7,200 square-
8 foot lots over the majority of the site, except MWD properties, the
9 area the General Plan designates as "Conservation", the 100-year
10 flood plain, and the 27 larger lots which exist now in the Rural
11 Mountainous area of the Lakeview Mountains.
- 12 2. The Reduced Density Alternative would reduce impacts to long-
13 term air quality, traffic, noise, and utility services.
- 14 3. The Reduced Density Alternative would have the same or similar
15 degree of impacts as the proposed project with respect to
16 agricultural resources, short-term air quality (as the entire site is
17 assumed to be graded for development); hazards; land
18 use/planning; and noise impacts associated with the project.
- 19 4. The Reduced Density Alternative would have a greater impact
20 upon aesthetics due to the lack of comprehensive design standards,
21 and allowing development in the Lakeview Mountains viewshed;
22 agricultural resources (in the sense that no community garden
23 would be provided); biological, resources in that the Lakeview
24 Mountains and other conservation areas would not be protected;
25 cultural resources; hydrology/water quality due to the lack of
26 regionally-planned infrastructure to address runoff and
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1 contamination; and population/housing (the job/housing balance
2 would be worse).

3 5. The Reduced Density Alternative would not meet the basic goals
4 and objectives of the project, including consolidation of over 900
5 acres of open space and conservation areas consistent with the
6 MSHCP; comprehensive planning and design through
7 implementation of a specific plan; providing a mix of land uses
8 developed with compact building design and promoting
9 walkability.

10 6. Although the Reduced Density Alternative would reduce the
11 above-referenced environmental impacts, it is not considered to be
12 environmentally superior as compared with the proposed project in
13 that it would provide for development of the project site, including
14 areas that are set aside and protected by the project, such as the
15 Lakeview Mountains, in the typical suburban/sprawl development
16 pattern which does not promote compact building design or
17 walkability. Moreover, while certain impacts are reduced, very
18 few of the impacts can be avoided entirely and other impacts that
19 the project avoids or mitigates, such as aesthetics (protection of the
20 Lakeview Mountains viewshed), reduction in greenhouse gas, and
21 protection of biological and cultural resources in the Lakeview
22 Mountains would be increased with implementation of this
23 alternative. Because none of the impacts would be avoided in their
24 entirety, and because this alternative would not meet many of the
25 basic project objectives, and would not provide the benefits that
26 the project provides, such as comprehensive planning and open
27 space protection, on balance the benefits provided by the proposed
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1 project do not warrant adoption of this alternative in favor of the
2 proposed project.

3 E. Alternative 5: Light Industrial/Reduced Density Alternative

4 1. The Light Industrial / Reduced Density Alternative would
5 encompass the same development footprint as the proposed project
6 but would reduce the number of residences and increase the
7 commercial square footage to address the project's jobs/housing
8 balance. The alternative proposes 6,500 residential dwelling units
9 of densities ranging from 2-5 du/ac to 14-20 du/ac, and 3,200,000
10 square feet of commercial/office/light industrial uses located on
11 approximately 192 acres north of Ramona Expressway.
12 Alternative 5 also proposes 969 acres of conservation in the
13 Lakeview Mountains and 29 acres of conservation in the
14 floodplain. Approximately 166.5 acres in the eastern portion of
15 the project site would be used for agricultural and would provide
16 separation between the City of San Jacinto and the project site.

17 2. The Light Industrial/Reduced Density Alternative would reduce
18 impacts to agricultural resources, long-term air quality, land
19 use/planning (retaining agriculture on the eastern portion of the
20 project site and the northern edge north of Ramona Expressway),
21 noise, jobs/housing balance, transportation/traffic, and utilities
22 (water and sewer) associated with the project.

23 3. The Light Industrial / Reduced Density Alternative would have the
24 same or similar degree of impacts as the proposed project with
25 respect to aesthetics (with regards to the Lakeview Mountains and
26 the loss of open land to urban use), short-term air quality impacts,
27 biological resources, cultural resources, short-term noise impacts,
28

1 fee-based local parks, and utilities (electric and gas) associated
2 with the project.

3 4. The Light Industrial/Reduced Density Alternative would have a
4 greater impact upon aesthetics (with regards to the taller buildings
5 north of Ramona Expressway), long-term air quality, including
6 increased toxic air contaminants due to additional truck traffic,
7 hazards, hydrology and water quality (due to continued untreated
8 agricultural runoff), land use/planning (the area north of Ramona
9 Expressway would be inconsistent with the General Plan)
10 recreation (with regards to regional facilities), transportation/traffic
11 (with regards to key roadway improvements), and utilities (solid
12 waste) impacts associated with the project.

13 5. The Light Industrial/Reduced Density Alternative would meet
14 project objectives associated with conservation and the
15 development of residential uses, but would be inconsistent with the
16 basic goals and objectives of the project in that the development of
17 an office/light industrial complex was not an objective of the
18 proposed project.

19 6. From an environmental perspective, on balance the Light
20 Industrial/Reduced Density Alternative would reduce only one
21 unavoidable significant impact of the project (the LOS of Ramona
22 Expressway between Bernasconi Road and Reservoir Avenue) and
23 would reduce, but not avoid or reduce to less than significant,
24 other unavoidable adverse impacts of the project such as the loss
25 of agricultural resources, air quality, noise and cultural resources.
26 Alternative 5 would also result in additional impacts that are
27 mitigated by the project, such as aesthetic impacts of views of the
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1 Bernasconi Hills, water quality and biological resource impacts
2 resulting from untreated agricultural runoff, increased truck traffic
3 and toxic air contaminants, and fewer regional recreational and
4 public service (library) facilities.

5 7. The feasibility of the Light Industrial/Reduced Density Alternative
6 depends on the demand for light industrial-zoned land in this
7 particular area. Currently, demand for light industrial uses are
8 being met by the development of industrial uses along the I-215
9 and SR-60, as well as the I-10 in the Banning/Beaumont area. In
10 order for light industrial development to be feasible, Ramona
11 Expressway would have to be improved to a freeway to
12 accommodate greater truck traffic, SR 79 would have to be
13 improved to a freeway to connect Ramona Expressway to I-10,
14 and the existing and planned industrial areas along the three
15 freeway corridors mentioned above would have to be absorbed by
16 market demand before industrial uses proceed to the
17 Lakeview/Nuevo area. At current projections, it is not anticipated
18 that those three items would occur for decades. Therefore, this
19 alternative is considered to be infeasible in terms of not being
20 capable of being accomplished in a successful manner within a
21 reasonable period of time.

22 8. The County finds that while Alternative 5 meets many of the
23 project objectives, and would reduce only one unavoidable adverse
24 impact of the project. It would on balance be similar in terms of
25 environmental impacts of the project in that it would reduce some
26 impacts, but create additional impacts. The fact that given current
27 market conditions with existing and entitled industrial areas
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1 already available for development, the need to locate industrial
2 development along major transportation corridors, and the current
3 physical limitations of the site (not being adjacent to an existing
4 freeway), this alternative is not feasible from a land use
5 development perspective in that there is no indication that it can be
6 successfully accomplished within a reasonable period of time, as
7 compared to the proposed project.

8 E. Alternative 6: Low Carbon Alternative

- 9 1. The Low Carbon Alternative, described in the Annotated Draft
10 EIR at page 8.0-58, consists of the proposed project, but considers
11 incorporation of additional measures and project design
12 considerations that have been included in a list of measures
13 suggested by the California Attorney General to reduce
14 greenhouse gas (GHG). The additional measures to address GHG
15 are: installation of vegetated roof that covers at least 50% of the
16 roof area on commercial buildings; provision of electric lawn
17 mowers to the first homeowner of each residence; and inclusion of
18 an electric vehicle charging station at the public community center
19 and/or commercial center.
- 20 2. The Low Carbon Alternative would generally have the same or
21 similar impacts as the proposed project, with the exception of
22 cumulative climate change which would be less than the project in
23 that this alternative is designed to reduce the "carbon footprint" of
24 the proposed project by reducing GHG emissions.
- 25 3. The Low Carbon Alternative would, however, have the effect of
26 potentially increasing electricity use by shifting and encouraging
27 use of electric-powered lawn care machines, and by encouraging
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1 the use of more water to maintain the vegetated roofs which would
2 require increased pumping of water from imported sources. As a
3 result of these two features, the project's electricity usage and
4 water usage could be greater than the proposed project.

5 4. Alternative 6 would substantially meet all of the project objectives
6 as it generally does not change the proposed project except to
7 incorporate several measures to further reduce GHG emissions.

8 5. The Low Carbon Alternative would lessen, but not avoid or even
9 substantially result in a reduction to less than significant, of one
10 unavoidable project impact: cumulative impacts to climate
11 change. The extent of the reduction, however, has not been
12 quantified, but although the measures incorporated into Alternative
13 6 would lessen GHG emissions, as noted in the analysis of
14 Alternative 6, two of the measures could result in the increase in
15 energy consumption as it relates to electricity as these measures
16 would result in a shift towards electric-powered lawn equipment;
17 electric vehicles; and additional water for the vegetated roofs
18 which may require additional electricity to power pumps to
19 provide water.

20 6. Similar to the proposed project, Alternative 6 is projected to
21 reduce its GHG emissions by more than 28.3% below "business as
22 usual;" however, as with the proposed project, adoption and
23 implementation of measures to achieve the goals set by AB 32 are
24 within the responsibility and control of other public agencies, and
25 not the project alone. As a result, so long as any additional GHG
26 emissions are produced by a project, the County must find that the
27 project's GHG emissions are cumulatively considerable and
28

1 significant based upon the need for third party agency regulatory
2 action. In this regard, the findings of the County with respect to
3 Alternative 6 are the same as for the proposed project.

4 F. Alternative Site.

- 5 1. In addition to the Alternatives considered in the Draft EIR and the
6 Annotated Draft EIR, a number of potential alternatives were
7 considered, but rejected from more detailed analysis and
8 consideration in the Draft EIR. Development of the project on
9 alternative sites was considered but rejected for the reasons set
10 forth in the Draft EIR at pages 8.0-9 to 8.0-10.
- 11 2. One of the alternative sites considered but rejected was on land
12 located south and west of the Villages of San Jacinto and Gateway
13 projects in the City of San Jacinto. The existing condition of this
14 land is agricultural with existing dairies and scattered commercial
15 and residential uses.
- 16 3. Development of the proposed project on this alternative site would
17 not reduce the significant, unavoidable impacts of the proposed
18 project. Many potentially significant adverse impacts of the
19 project would still occur under this alternative. Conversion of
20 agricultural resources would still result from development on this
21 alternative site, and would be similar to or perhaps even greater
22 than the proposed project. Potential traffic, air quality and noise
23 impacts would be similar to the proposed project.
- 24 4. Although this alternative site would locate development further
25 from the San Jacinto Wildlife Area, the project's impacts on the
26 Wildlife Area has been reduced to less than significant through
27 mitigation, and indirect biological impacts would still remain even
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1 under this alternative because development of the project on this
2 alternative site would still result in a large influx of people into the
3 area, thereby indirectly impacting the biological resources of the
4 area.

5 5. In addition, the availability of acquiring the land for development
6 has not been determined to be feasible, and so the ability to
7 implement this alternative is of questionable feasibility as it could
8 not be implemented or accomplished in a successful manner within
9 a reasonable period of time. Moreover, development in the City of
10 San Jacinto would not achieve the County's vision of seeing
11 comprehensive planned development consistent with the goals and
12 objectives of the RCIP General Plan occur within the County.
13 From a policy standpoint, development in another jurisdiction,
14 would not achieve the County's goals and would not provide the
15 County with the same benefits as the proposed project.

16 6. The evaluation of other alternative sites was set forth in the Draft
17 EIR at Section 8.0. Because an objective of the Project was to
18 build in this area of Riverside County, the County considered
19 alternative sites within the unincorporated County areas within the
20 Lakeview Nuevo Area Plan and adjacent to the cities of San
21 Jacinto and Perris. No sites large enough for this Project were
22 identified. Comments have suggested that the County should have
23 considered development of the proposed Project closer to
24 developed, urban areas such as the cities of Moreno Valley,
25 Corona or Riverside; however, as an objective of the Project was
26 to develop in accordance with the County's General Plan,
27 development within these incorporated cities would not
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1 accomplish an objective of the Project and would be infeasible as
2 the County does not have land use authority of land within any of
3 these cities. In addition, development on unincorporated areas
4 adjacent to these three cities would not accomplish the objective of
5 providing for a comprehensive land development proposal in this
6 area of the County and therefore was not further examined or
7 considered.
8

9 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has balanced the
10 specific economic, legal, social, technological and other benefits of the proposed project,
11 including Specific Plan No. 342, against the unavoidable adverse environmental effects
12 identified in EIR No. 471, and has determined that the following benefits and considerations
13 outweigh and render acceptable those adverse environmental effects of the project, each of which
14 standing alone is sufficient to support approval of the Project, and explains that the unavoidable
15 environmental effects are considered acceptable, in accordance with CEQA Section 21081(b),
16 and **ADOPTS THE FOLLOWING STATEMENT OF OVERRIDING**
17 **CONSIDERATIONS:**

18 1. *Accommodation of a Greater Share of the Ramona Expressway Alignment*
19 *within The Villages Of Lakeview Which Expedites Right-of-Way Acquisition and Saves*
20 *County Acquisition Costs.* The Ramona Expressway (Ramona) is currently a two-lane road that
21 traverses The Villages Of Lakeview project site. The County plans to widen and improve the
22 Ramona Expressway. Generally, the current Ramona right-of-way is 142 feet ("Existing ROW").
23 The County intends to widen Ramona to an ultimate right-of-way of 220-feet – requiring an
24 additional 78 feet of right-of-way. The Villages Of Lakeview provides a benefit to the County
25 by designing the project such that it accommodates a greater portion of the Ramona Expressway
26 right-of-way within the project site. Through a traditional road widening process, the widening
27 would straddle the centerline of the road and would require the acquisition of land both north and
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1 south of the current two-lane roadway, meaning 39 feet from the north side and 39 feet from the
2 south ("Traditional ROW"). In order to expedite the widening of Ramona, The Villages Of
3 Lakeview has been designed to accommodate more than the Traditional ROW on its property.
4 Most of the additional 78-feet of right-of-way will be located within the project site and provided
5 by The Villages Of Lakeview . In other words, through the Traditional ROW process, The
6 Villages Of Lakeview would provide its 39 feet half-width (approximately 18.7 acres). Since
7 The Villages Of Lakeview is allowing most of the 78 feet to fall within its property, The Villages
8 Of Lakeview is providing another 13.0 additional acres.

9 The County and public will benefit by The Villages Of Lakeview's willingness to
10 accommodate the alignment of Ramona and providing The Villages Of Lakeview property for
11 the needed right-of-way expansion because: (1) the accommodation reduces the number
12 of parcels potentially affected by the acquisition of right-of-way by the County (and/or the
13 Riverside County Transportation Commission) and saves the County time and money that would
14 otherwise be used for the acquisition of right-of-way from the potentially affected parcels; (2) the
15 relocation of this segment of Ramona onto The Villages Of Lakeview property allows existing
16 businesses (farms, dairies, restaurant, downtown Lakeview, etc.) to remain in place
17 and eliminates the need to acquire right-of-way from these properties; and (3) if any land cannot
18 be acquired by mutual agreement, the County would have to initiate condemnation proceedings
19 which could delay the widening of Ramona and is avoided by The Villages Of Lakeview
20 accommodation.

21 The Villages Of Lakeview's accommodation of the widening of Ramona on its property
22 also provides the following additional benefits associated with the preservation of existing
23 roadways as future frontage roads, as follows:

- 24 • It allows two existing roads to remain in place as frontage roads so they can
25 continue to be used for local circulation. Keeping local circulation functioning is
26 critical to the success of Mid-County Parkway if and when it begins to reduce the
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1 number of access points to Ramona. Retaining the frontage roads also minimizes
2 impacts to existing downtown Lakeview businesses.

- 3 • It allows the existing two-lane roadway to be preserved in place and incorporated
4 into the widened Ramona which results in a cost-savings because it minimizes the
5 amount of new roadway that would have to be constructed for Ramona and the
6 amount of roadway redesign that might be required if and when the Mid-County
7 Parkway is constructed.

8 2. ***Financial Savings Attributable to Accommodation of the Ramona Expressway.***

9 The County (and/or RCTC) will realize substantial cost savings attributable to design and
10 construction costs of the widening of Ramona Expressway because the project has been designed
11 to accommodate the alignment of the Ramona Expressway within the project footprint. This cost
12 savings is due to the fact that incorporating the Ramona Expressway right-of-way within the
13 project site allows the County to preserve the existing two lanes of Ramona which avoids the
14 costs of having to re-construct these lanes.

15 3. ***The Villages Of Lakeview's Accommodation of the Ramona Expressway on the***
16 ***Project Site Minimizes Costs for Mid-County Parkway Construction.*** The project's early
17 design work and consultation with the County and RCTC regarding the County's proposed
18 improvements to Ramona Expressway – and incorporation of the alignment, configuration and
19 design of the Ramona Expressway into The Villages Of Lakeview's project footprint – will
20 provide cost-savings for RCTC when it implements the Mid-County Parkway as it will minimize
21 the number of facilities (e.g., roads) that will have to be demolished or replaced in its entirety by
22 the Mid-County Parkway project.

23 4. ***Accommodation of Right-of-Way Acreage for Grade Separations.*** In the event
24 grade separations are needed, the project has been designed to accommodate the rights-of way
25 for the grade separations as part of the Ramona Expressway improvements. The rights-of-way
26 for the grade separations requires approximately 25 acres.

1 5. ***Formation and Participation in Regional Transportation Funding to Augment***
2 ***TUMF.*** The Villages Of Lakeview has coordinated a regional planning effort to help facilitate
3 creation of a Road and Bridge Benefit District to fund needed regional transportation
4 improvements. In so doing, The Villages Of Lakeview contributed seed money to initiate the
5 planning effort (e.g., traffic studies) that the County used in its analysis that will lead to the
6 creation of the RBBB. The early funding of this effort provides a benefit to the public by
7 creating a mechanism to help fund needed circulation improvements.

8 6. ***Conservation of Open Space Consistent with MSHCP Implementation.*** The
9 Villages Of Lakeview has been designed to avoid, conserve and dedicate a total of 968 acres of
10 habitat areas which results in the preservation of at least 90% of the on-site sensitive biological
11 resources deemed to have long-term conservation value such as vernal pools, wetlands, and LA
12 pocket mouse habitat. Over 900 acres of this conserved habitat area is a consolidated block of
13 open space that is located in the Lakeview Mountains. The conservation of this area in a
14 consolidated block could not have occurred but for the acquisition and conservation of this open
15 space by The Villages Of Lakeview. Without The Villages Of Lakeview conservation
16 component, the County would have had to acquire these areas in a piecemeal fashion as
17 development is proposed, meaning legal lots exist in the Lakeview Mountains, which could have
18 resulted in greater fragmentation of open space and the inability to acquire a consolidated area
19 that greatly enhances habitat productivity and allows for better and more efficient management
20 of the area.

21 7. ***Provide a 1,500'-wide Wildlife Corridor.*** The MSHCP designates a portion of
22 Proposed Constrained Linkage 20 within The Villages Of Lakeview property to link the
23 Lakeview Mountains with the San Jacinto Wildlife Area north of Ramona Expressway. The
24 County conditioned the project to provide a 1,000-foot wide wildlife corridor. In order to
25 enhance the use of this corridor to promote linkage and wildlife movement, the project will
26 dedicate an additional 500 feet of width (approximately 3 acres) and incorporates the design of a
27 1,500-foot wide wildlife corridor into the project land use plan.

1 8. ***Provide a Significant Buffer to the San Jacinto Wildlife Area.*** The project has
2 been designed to provide a 500-foot greenbelt buffer between homes and the San Jacinto
3 Wildlife Area managed by the Department of Fish and Game. This area comprises 145 acres of
4 the project site. This area will be developed with passive recreational uses, natural open space
5 and water quality and drainage facilities which provides a separation between areas of
6 development and the Wildlife Area to allow for compatibility with the continued operations of
7 the Wildlife Area. The Wildlife Area is managed for recreational uses as well as wildlife and
8 habitat protection. Although the Department manages entry to the Wildlife Area, because of its
9 size, unauthorized access has occurred. The buffer will assist the Department of Fish and
10 Game's management efforts by discouraging unauthorized access (pedestrian, domestic animal,
11 and vehicular) into the Wildlife Area.

12 9. ***Provide a Variety of Housing Opportunities within the County Consistent with***
13 ***the RCIP Vision Statement.*** Despite and in part due to the current economic conditions, housing
14 remains a critical issue in the State and region. The population of Riverside County is still
15 expected to increase and double by the year 2020 and providing a range of housing opportunities
16 for households with a variety of income levels to address the needs of new residents in areas that
17 are (1) close to transportation corridors; (2) close to schools and community facilities; (3) close
18 to employment opportunities; (4) close to retail and commercial uses and consistent with the
19 following provisions of the RCIP Vision Statement:

- 20 • The idea that growth should not be forestalled but accommodated with quality
21 development; and
- 22 • That population growth is inevitable and therefore should be focused where it can
23 best be accommodated.

24 The range of housing opportunities that will be provided by the project within the various
25 villages that comprise The Villages of Lakeview project will help the County accomplish these
26 goals of its Vision Statement. The project is designed to allow County residents to "age in
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1 place” by providing a variety of housing opportunities and amenities within one community to
2 serve all ages of the resident population.

3 Elements of the project that create “communities of excellence” as contemplated in the
4 RCIP Vision Statement include project design elements that encourage less automobile use and
5 promote walkability. In that regard, the project includes: 1) a transit center, which is a park-and-
6 ride lot with a bus stop opportunity that could connect to train stations along the new Perris
7 Valley Line (Metrolink extension to Perris); 2) a community vehicle provided by the
8 Homeowners’ Association (“HOA”) for resident transport; 3) priority parking for High
9 Occupancy Vehicles and Rideshare vehicles as well as bicycle parking; and 4) an outreach
10 program to aimed at informing residents about opportunities to walk, hike, bike, carpool and use
11 public transportation. In an effort to provide and promote a walkable community, The Villages
12 of Lakeview land plan contains a 32-mile network of bicycle lanes, trails and paseos that create a
13 walkable community. To promote a walkable community, the project will plant as many as
14 50,000 trees, many of which will provide shade along the 32-mile network. Many of these trees
15 will be grown locally at the proposed onsite tree farm. Many of these trees will be established
16 through the “Tree at Closing” initiative, where each new homeowner will be provided a tree by
17 Nuevo Development Corporation at closing.

18 10. *Design an Energy Efficient Community that Promote “Green Building”*
19 *Components.* In addition to its emphasis on a mix of uses and housing opportunities, The
20 Villages of Lakeview is designed as a sustainable and green community that provides the
21 benefits of promoting energy efficiency and resource conservation that will combine to reduce
22 the project’s greenhouse gas emissions relative to a “Business As Usual” scenario, as follows:

- 23 • *Compact Building Design.* Because of the planning opportunity it presents, the
24 project will create a new sustainable community utilizing Compact Building
25 Design. Compact Building Design will ensure The Villages of Lakeview can
26 make significant contributions to County transportation efforts and conservation
27 efforts (Multiple Species Habitat Conservation Plan).

1 • **Establishment of a "Green Design" Initiative in the County.** The Villages of
2 Lakeview includes a component referred to as, "Lakeview Green Design."
3 Beyond reducing the project's own greenhouse gas emissions and carbon
4 footprint, this project element provides benefits by educating not only the project
5 residents, but surrounding residents in the community about sustainability and
6 resource conservation programs and measures that could be implemented in their
7 own homes and communities, and provides programs that could be developed
8 elsewhere throughout the County to help reduce greenhouse gas emissions.

9 • **Use Water Efficiently.** The project proposed a few elements that not only
10 inherently use water efficiently, but also encourage homeowners to use water
11 efficiently. A demonstration garden will be constructed to educate the community
12 on drought-tolerant, California-appropriate trees, shrubs, grasses and irrigation
13 techniques. To minimize runoff and evaporation and maximize water to the root,
14 smart irrigation systems (satellite systems or computerized systems that employ
15 moisture, rain and temperature gauges), drip irrigation systems, mulch, and plant
16 techniques (e.g., grouping plants of similar water use to reduce over-watering)
17 will be utilized. Where professional management is available, such as an HOA,
18 recycled water will be used in residential front yards and backyards. On
19 conventional single-family detached lots, the design standards in The Villages of
20 Lakeview Specific Plan require that turf will be limited to 33% of the landscape
21 area in an effort to reduce potable water demand.

22 • **Use Energy Efficiently.** The Villages of Lakeview has a number of development
23 standards designed to use energy efficiently. There is a requirement for
24 residential and public buildings to exceed the 2007 California Energy Code Title
25 24 by 35%. There is a requirement to install Energy Star-rated appliances if
26 offered by the homebuilders. Public buildings are required to be installed with
27 solar panels or other renewable energy generating technology. Homebuilders are
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1 also required to offer solar panels or other renewable energy generating
2 technology as part of an option program. Street lights will use energy-efficient
3 lighting. Even landscaping will be encouraged as a tool to reduce energy
4 consumption, such as placing deciduous trees in front of a south-facing wall to
5 naturally cool the house during the summer and allow sunlight in during the
6 winter.

7 11. ***Provide Affordable Housing Opportunities.*** Even though the County does not
8 have an affordable housing requirement, the project will provide affordable housing units for
9 very low (earning 50% or less of the County median income), low (earning 80% or less than the
10 County median income) and moderate (earning 120% or less of the County median income)
11 income levels. A portion of the affordable units will be age-restricted (over 55) for seniors.

12 12. ***Implementation of Drainage Improvements to Remove Existing Development***
13 ***from Flooding.*** TVOL will implement a portion of the Lakeview-Nuevo Area Drainage Plan
14 (Amendment No. 4 adopted April 6, 1993). Under existing conditions, the Lakeview Dam is not
15 connected to the Nuevo Channel. Consequently after a storm event, when storm water leaves the
16 dam, property downstream of the dam floods, including many existing homes and portions of
17 TVOL. TVOL will construct a pipe between the dam and the channel, thus removing the
18 property downstream of the dam from flooding including many existing homes.

19 13. ***Construction of Water Quality Improvements that Treat Off-site Runoff Prior***
20 ***to Entering the San Jacinto River.*** TVOL proposes to construct a water quality basin in the
21 northwest portion of TVOL project site that will capture and treat runoff from on-site generated
22 runoff before the runoff is discharged into downstream receiving water bodies. The water
23 quality basin will also capture runoff generated in both developed and undeveloped off-site
24 upstream areas that are tributary to the basin. The water quality basin has been sized to
25 accommodate these off-site upstream areas. This offsite runoff is currently untreated and flows
26 directly into storm drains or the San Jacinto River. With implementation of the project, existing
27 off-site, untreated runoff will be captured and treated before it is discharged thereby providing
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1 area-wide improvements to water quality that extend beyond the project's runoff. The project
2 also improves water quality by naturally decomposing organic-rich soil from the project site,
3 thereby substantially reducing the risk that rain water will carry nitrates into the underlying
4 groundwater and through the provision of drainage facilities that will better contain and direct
5 stormwater flows. This last provision is accomplished through the elimination of the McAnally
6 poultry ranch.

7 14. ***Promote Infiltration and Groundwater Recharge.*** While the traditional method
8 of constructing drainage channels is to build concrete-lined channels with steep sides, these
9 traditional-design channels do not allow for infiltration of storm water and groundwater
10 recharge; often create downstream erosion conditions; eliminate wildlife use; and are not
11 aesthetically attractive. In place of the traditional concrete-lined channels, TVOL will construct
12 four (4) miles of unlined drainage channels, and will remove five (5) miles of concrete curb and
13 gutter and replacing it with vegetated roadside swales and median swales. These unlined
14 channels will promote infiltration and groundwater recharge, will be more aesthetically
15 attractive, will provide corridors that can use used by wildlife, and will minimize the velocity of
16 runoff and minimize erosion downstream.

17 15. ***Construction of a Sanitary Sewer trunk line That Provides Off-site Benefits.***
18 TVOL's proposed infrastructure plans include construction of a new sewer trunk line that will
19 extend from the existing manhole at Pico and Nuevo Roads to Lakeview Avenue through the
20 existing community. Although the main function of the new sewer line is to connect to TVOL
21 sewer lines, the installation of the sewer trunk line will have the beneficial effect to allowing
22 existing properties not connected to a sanitary sewer to connect.

23 16. ***Construction of Regional-Serving Lift Station That Provides Off-site Benefits.***
24 TVOL's proposed infrastructure plans include construction of a new lift station. Although the
25 main function of the new lift station is to serve TVOL, the installation will have the beneficial
26 effect to allowing other existing properties to connect, mainly the Nutrilite plant.

1 17. ***Construction of Recycled Water Facilities That Provides Off-site Benefits.***

2 TVOL will provide, without charge, a recycle water tank site that will enable EMWD to
3 pressurize and stabilize their recycled water system thus dramatically improving the reliability to
4 their existing customers. TVOL is proposing to install recycled water lines to minimize use of
5 potable water. The installation of recycled water infrastructure on-site has the beneficial effect
6 of allowing nearby off-site areas to extend recycled water, if they so choose, to minimize use of
7 potable water and help achieve greater levels of water conservation.

8 18. ***Construction of Public Facilities With Regional Benefits.*** Under current

9 County procedures, a developer may be conditioned by the County to pay various fees to help
10 fund public facilities such as libraries and community centers. However, where fees are
11 imposed, the County must collect and hold the fees until sufficient funds are collected to
12 construct the needed facilities. In lieu of paying fees, TVOL is proposing to build and dedicate
13 to the County \$32 million worth of public facilities which provides the benefit of having these
14 facilities constructed and opened far sooner than if the County had to collect the fees and build
15 them as a County project. The list of planned public facilities includes the following which will
16 be open to the public and provide regional benefits beyond servicing the needs of the project and
17 the residents itself:

18 • Construct 20,000 square foot of public library and dedicate land sufficient to
19 allow future expansion that would permit doubling the size of the library square footage;

20 • Construct 40,000 square foot of public community center in two phases and
21 dedicate additional land for a third phase expansion of the center;

22 • Construct miles of off-site trails per Lakeview-Nuevo Design Guidelines; and

23 • Construct three monuments per the Lakeview-Nuevo Design Guidelines.

24 19. ***Formation and Participation in Regional Community Facility Funding to***
25 ***Augment County Development Impact Fee program.*** The Villages of Lakeview provided seed
26 money and coordinated a regional planning effort to help the County in its efforts to create a
27 Community Facility Fee Program to fund needed regional public community facilities. Once
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1 established, The Villages of Lakeview intends to participate in the program by constructing
2 facilities, such as the public community center and library. The program will provide additional
3 funding that will supplement the County Development Impact Fee program to provide regional
4 public community facilities such as a library and public community center.

5 20. *Establish a \$1 Million Community Reinvestment Fund.* The Master Developer
6 has committed to establish a \$1 million community reinvestment fund that will provide services
7 to the greater Lakeview-Nuevo community. The Master Developer will contribute up to a
8 maximum of \$100,000 per year. The community reinvestment fund will be managed by the
9 Lakeview Community Service Organization. To ensure the total \$1 million community
10 reinvestment fund is established and fully funded, the project shall provide an annual report to
11 the Planning Director no later than March 31 of each year. The annual report sets forth the
12 current balance of funding; the financial contribution made by the Master Developer in the prior
13 year; and the community services provided in the prior year. The first annual report shall be
14 submitted within fifteen (15) months after the issuance of the 1st building permit.

15 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Specific Plan 342 will
16 implement applicable elements of the Riverside County General Plan as follows:

17 A. Land Use Element

18 The project would set forth a comprehensive development plan that would implement
19 the objectives and development goals of the General Plan Land Use Element for the
20 project site and surrounding area. With the approval of the General Plan Land Use
21 Amendment No. 720 the County finds that the project is consistent with the General
22 Plan Land Use Element.

23 B. Circulation Element

24 EIR No. 471 for Specific Plan 342 assesses the full range of concerns with
25 regards to the projected traffic and circulation impacts associated with the
26 project. Development of the project would help complete the improvements
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1 necessary for completion of the County's General Plan buildout traffic model,
2 and the project applicant would contribute on a fair-share basis to the cost
3 these improvements. Specifically, the project applicant would contribute its
4 fair share of the costs associated with the construction of signalization
5 intersections, the widening of certain roads, the improvement of certain
6 intersections and the construction of additional turn lanes. All of these
7 improvements are necessary for the roadway infrastructure contemplated by
8 the buildout of the County's General Plan. The EIR provides mitigation
9 measures for most of the potentially significant traffic impacts, and those that
10 require overriding findings will not impact the project's consistency with the
11 County's General Plan build-out traffic model. Based thereon, with the
12 approval of the General Plan Circulation Element Amendment No. 721 the
13 County finds that the project is consistent with the General Plan Circulation
14 Element.

15 C. Multi-Purpose/Open Space Element

16 The project would provide an integrated community that is sensitive to the
17 natural environment of the project and surrounding areas, preserves valuable
18 surrounding rural character, preserves over 900 acres of open space through
19 MSHCP dedication, provides five acres per thousand of park space that will be
20 open to the public, and creates pleasing and significant open space amenities
21 for the project residents. The project would also incorporate extensive multi-
22 modal connectivity within the community, as well as connectivity to the
23 existing and future regional trail system through an extensive system of
24 pedestrian and multiuse paths and trails. As such, the County finds that the
25 project is consistent with the General Plan Multi-Purpose/Open Space
26 Element.

27 D. Safety Element

1 The Safety Element of the County's General Plan provides specific goals and
2 policies regarding seismic hazards, slope and soil instability hazards, flood and
3 inundation hazards, fire hazards, hazardous waste and materials, and disaster
4 preparedness, response, and recovery. The County finds that the EIR for
5 Specific Plan 342 analyzes each of these areas and provides sufficient mitigation
6 measures, where necessary, and that the project otherwise complies the General
7 Plan's Safety element.

8 E. Noise Element

9 EIR No. 471 for Specific Plan No. 342 assesses the full range of concerns with
10 regards to the projected noise impacts associated with the project. The EIR
11 provides mitigation measures for most of the potentially significant noise
12 impacts, and requires an overriding finding for the ambient noise level increase
13 which does not present an inconsistency with the Noise Element. Based
14 thereon, the County finds that the project is consistent with the General Plan
15 Noise Element.

16 F. Housing Element

17 The project promotes the Housing Element goal of providing a wide selection
18 of housing, including higher density development, that is decent, safe, sound,
19 in proximity to jobs, major roadway corridors, and daily activities, and which
20 varies by location, type, design, and price. In addition, the project provides
21 housing and recreational amenities that are uniquely designed to meet the
22 needs of project's residents. Conditions of approval require affordable
23 housing requirements above and beyond those required by the County General
24 Plan Housing Element. Based thereon, the County finds that the project is
25 consistent with the General Plan Housing Element.

26 G. Administration

1 The project would provide specific time frames (phases) for development and
2 would not project a significant adverse impact on County services at project
3 build-out.

4 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following General
5 Plan policies are pertinent to Specific Plan No. 342 (The Villages of Lakeview), and the Board
6 has determined that the Project is consistent with the General Plan, and these General Plan
7 Policies:

8 A. Air Quality Element Policies

9 4.7. To the greatest extent possible, require every project to mitigate any of its
10 anticipated emissions that exceed allowable emissions as established by
11 the SCAQMD, MDAQMD, SOCAB, the Environmental Protection
12 Agency, and the California Air Resources Board. The project is located
13 within the jurisdiction of the South Coast Air Quality Management
14 District (SCAQMD). The air quality section of the EIR requires that the
15 project comply with the requirements set forth by the SCAQMD, the
16 Environmental Protection Agency, and the California Air Resources
17 Board and proposed to mitigate, the greatest extent possible, project
18 related emissions.

19 5.1. Utilize source reduction, recycling, and other appropriate measures to
20 reduce the amount of solid waste disposed of in landfills. The project will
21 participate in the County's recycling program.

22 8.2. Emphasize job creation and reductions in vehicle miles traveled in job-
23 poor areas to improve air quality over other less effective methods. The
24 proposed project includes a mixed-use commercial center which will
25 create jobs and concentrate growth around the center which will help
26 reduce vehicle miles traveled.

1 8.4. Support new mixed-use land use patterns and community centers which
2 encourage community self-sufficiency and containment, and discourage
3 automobile dependency. The Lakeview/Nuevo area is a rural area of
4 Riverside County which currently has no multi-modal transportation
5 opportunities currently available to its residents. The Villages of
6 Lakeview's more urban densities will be developed along Ramona
7 Expressway which is a major transportation corridor (future CETAP Mid-
8 County Parkway) that could encourage the development of future bus
9 routes to the area, including buses from the project site to the planned
10 Metrolink Perris Valley commuter rail line to be located adjacent to the I-
11 215. The proposed Villages of Lakeview Specific Plan offers a mix of
12 residential/commercial services with the commercial portion of the project
13 that residents will be able to access either by bike or foot, reducing their
14 reliance on automobiles. The Villages of Lakeview also requires a Park
15 and Ride lot to be developed in the Resort Village in the first phase of
16 development.

17 B. Circulation Element Policies

18 1.2 Support development of a variety of transportation options for major
19 employment and activity centers including direct access to transit routes,
20 primary arterial highways, bikeways, park-n-ride facilities, and pedestrian
21 facilities. The project includes a trail system. This system will include a
22 combination of greenbelts with linkages and sidewalks located adjacent to
23 roads and within roadway paseos. It will incorporate trails for pedestrians,
24 bicyclists, and equestrians in the form of an integrated system of hard-and
25 soft-surface trails. The trail system will promote non-vehicular access to
26 on-site recreational areas as well as to the elementary schools and the
27 Town Center Village. Additionally, the planning and development
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1 objectives for THE VILLAGES OF LAKEVIEW are based upon Smart
2 Growth Principles. There are ten Smart Growth Principles to which the
3 project has created objectives and goals specific to the project. Principles
4 include transportation related objectives and goals for the project.

5 1.5 Evaluate the planned circulation system as needed to enhance the arterial
6 highway network to respond to anticipated growth and mobility needs.

7 The Traffic Study analyzed three circulation scenarios and are presented in
8 this analysis as “Base Case,” “Alternative 1,” and “Alternative 2.” The
9 “Base Case” scenario is an evaluation of project-related and cumulative
10 projects’ traffic impacts with respect to the current County of Riverside
11 General Plan Circulation Element.

12 1.7 Encourage and support the development of projects that facilitate and
13 enhance the use of alternative modes of transportation, including
14 pedestrian-oriented retail and activity centers, dedicated bicycle lanes and
15 paths, and mixed-use community centers. The project design concept is

16 that of a pedestrian-friendly lifestyle which includes trail systems located
17 throughout the project area that connect schools, services, goods, parks,
18 trailheads and the mixed-use Town Center Village.

19 2.1 Maintain the following countywide target Levels of Service: LOS “C”
20 along all County maintained roads and conventional state highways. As
21 an exception, LOS “D” may be allowed in Community Development
22 areas, only at intersections of any combination of Secondary Highways,
23 Major Highways, Arterials, Urban Arterials, Expressways, conventional
24 state highways, or freeway ramp intersections. LOS “E” may be allowed
25 in designated community centers to the extent that it would support
26 transit-oriented development and walkable communities. The project has

27 been analyzed in the Traffic Study to meet the required LOS standards for
28

1 the various roadway types located within the project's sphere of influence.
2 Where the LOS standards are expected to be exceeded, mitigation has
3 been included that would reduce it to below the required levels. In cases
4 where the standard cannot be met, an override will be necessary.

5 2.2 Apply level of service standards to new development via a program
6 establishing traffic study guidelines to evaluate traffic impacts and identify
7 appropriate mitigation measures for new development. The traffic
8 analysis uses the Level of Service (LOS) system of categorization to
9 evaluate the project area roadway intersections. Traffic engineers use this
10 LOS system of categorization to describe how well an intersection or
11 roadway is functioning. The LOS measures several factors including
12 operating speeds, freedom to maneuver, traffic interruptions, and average
13 vehicle delay at intersections. The LOS approach uses a ranking system,
14 similar to education, with level 'A' being the best and level 'F' being the
15 worst.

16 2.3 Traffic studies prepared for development entitlements (tracts, plot plans,
17 public use permits, conditional use permits, etc.) shall identify project
18 related traffic impacts and determine the "significance" of such impacts in
19 compliance with CEQA. Potential impacts to inadequate parking
20 capacity, changes in air traffic patterns, altered waterborne, rail or air
21 traffic, hazards from design, and inadequate emergency access to nearby
22 uses were found to be less than significant in the Notice of Preparation
23 prepared for this project. Some design features present on the current and
24 future project roadways, such as curves, could result in potentially
25 significant impacts which are discussed in Section 5.14. The focus of the
26 analysis is related to the potential impacts associated with project-
27 generated traffic, exceedances in the level of service of roads, the effect on
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1 existing or need for new or altered road maintenance, circulation impacts
2 during construction, and increased hazards due to a design feature (e.g.,
3 sharp curves or dangerous intersections) or incompatible uses (e.g., farm
4 equipment). The "Base Case" is used in this analysis as the basis for
5 evaluation of project impacts in accordance with CEQA Guidelines,
6 including mitigation measures required to reduce impacts.

7 2.4 The direct project related traffic impacts of new development proposals
8 shall be mitigated via conditions of approval requiring the construction of
9 any improvements identified as necessary to meet level of service
10 standards. The analysis of all Phases of the "Base Case" scenario shows
11 that the project will contribute to the exceedance of acceptable levels of
12 service for both intersections and roadway segments, and contribute to
13 substantial increases in the traffic on roads. Mitigation measures in the
14 form of signals and roadway improvements, and fair share fees, listed
15 above, will be required to reduce these potentially significant impacts to
16 below the level of significance.

17 2.5 The cumulative and indirect traffic impacts of development may be
18 mitigated through the payment of various impact mitigation fees such as
19 County Development Impact Fees, Road and Bridge Benefit District Fees,
20 and Transportation Uniform Mitigation Fees to the extent that these
21 programs provide funding for the improvement of facilities impacted by
22 development. To ensure that area-wide traffic conditions do not worsen as
23 development occurs, the County of Riverside has established "fair share"
24 mitigation fees, which include, but are not limited to, the Transportation
25 Uniform Mitigation Fee (TUMF), Development Impact Fees (DIF) and a
26 Road and Bridge Benefit District (RBBB) fee, which is currently being
27 established by the County, all described below. The project will
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1 participate in the cost of off-site improvements through payment of the
2 following "fair share" mitigation fees: TUMF, current at time of
3 construction; Riverside County Traffic Signal Systems Fee Program;
4 RBBD (when approved and enacted). These fees shall be collected and
5 utilized as needed by Riverside County to construct the improvements
6 necessary to maintain the required level of service.

7 3.1 Design, construct, and maintain County roadways as specified in the
8 County Road Improvement Standards and Specifications. THE
9 VILLAGES OF LAKEVIEW Specific Plan includes Circulation System
10 Development Standards in Section B.2.d. These Development Standards
11 are required of the project.

12 3.2 Maintain the existing transportation network, while providing for future
13 expansion and improvement based on travel demand, and the development
14 of alternative travel modes. To ensure that area-wide traffic conditions do
15 not worsen as development occurs, the County of Riverside has
16 established "fair share" mitigation fees, which include, but are not limited
17 to, the Transportation Uniform Mitigation Fee (TUMF), Development
18 Impact Fees (DIF) and a Road and Bridge Benefit District (RBBD) fee,
19 which is currently being established by the County, all described below.
20 The project will participate in the cost of off-site improvements through
21 payment of the following "fair share" mitigation fees: TUMF, current at
22 time of construction; Riverside County Traffic Signal Systems Fee
23 Program; RBBD (when approved and enacted). These fees shall be
24 collected and utilized as needed by Riverside County to construct the
25 improvements necessary to maintain the required level of service.

26 3.10 Require private and public land developments to provide all on-site
27 auxiliary facility improvements necessary to mitigate any development-
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1 generated circulation impacts. A review of each proposed land
2 development project shall be undertaken to identify project impacts to the
3 circulation system and its auxiliary facilities. The Transportation
4 Department may require developers and/or subdividers to provide traffic
5 impact studies prepared by qualified professionals to identify the impacts
6 of a development. The project has been analyzed in the Traffic Study to
7 meet the required LOS standards for the various roadway types located
8 within the project's sphere of influence. Where the LOS standards are
9 expected to be exceeded, mitigation has been included that would reduce it
10 to below the required levels. In cases where the standard cannot be met,
11 an override will be necessary.

12 3.13 Design street intersections, where appropriate, to assure the safe, efficient
13 passage of through-traffic and the negotiation of turning movements.

14 THE VILLAGES OF LAKEVIEW project includes a General Plan
15 Amendment which will modify the existing Circulation Element. The
16 modified circulation plan provides improvement standards to promote
17 efficient and safe movement of people within the project area.

18 3.14 Design curves and grades to permit safe movement of vehicular traffic at
19 the road's design speed. Design speed should be consistent with and
20 complement the character of the adjacent area. The curvilinear roads

21 proposed within the project site (Figure 5.14-3a, THE VILLAGES OF
22 LAKEVIEW Specific Plan Circulation Plan) have been designed to meet
23 the County Transportation Department's standards.

24 3.15 Provide adequate sight distances for safe vehicular movement at a road's
25 design speed and at all intersections. Sight distance at the project entrance
26 roadways shall be reviewed with respect to standard County of Riverside
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1 sight distance standards at the time of preparation of final grading,
2 landscape, and street improvement plans.

3 3.20 Determine location of General Plan road rights of way and levels of road
4 improvements needed based primarily upon land uses and travel demand.

5 The Phase 3 (2016-2020/Buildout) and Phase 3 Alternative 1 Scenario
6 traffic conditions presented in this analysis were developed using updated
7 versions of the Riverside County General Plan traffic model (originally
8 referred to as the RCIP traffic model). The original RCIP traffic model
9 was developed by the County using the Riverside / San Bernardino
10 Western Area (RIVSAN) model structure in combination with the latest
11 General Plan Buildout land use data. The RIVSAN traffic model is
12 currently maintained by the Southern California Association of
13 Governments (SCAG). The RCIP traffic model structure relies on the
14 General Plan land use data that was certified by the County Board of
15 Supervisors as part of the RCIP Environmental Impact Report (RCIP
16 EIR). Consequently, the RCIP traffic model is the only long-range
17 regional traffic model that is appropriate for this study area. In addition,
18 this is the traffic model used by the cities of Temecula, Murrieta, Lake
19 Elsinore, and San Jacinto for recent traffic studies.

20 3.24 Provide a street network with quick and efficient routes for emergency
21 vehicles, meeting necessary street widths, turn-around radius, and other
22 factors as determined by the Transportation Department in consultation
23 with the Fire Department and other emergency service providers. THE
24 VILLAGES OF LAKEVIEW Specific Plan includes Circulation Plan
25 Development Standards in Section B.2.d. These standards are required of
26 the project, and are designed to meet County Transportation and Fire
27 Department requirements.
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1 3.26 Plan off-street parking facilities to support and enhance the concept of
2 walkable and transit-oriented communities. The planning and
3 development objectives for THE VILLAGES OF LAKEVIEW are based
4 upon Smart Growth Principles. There are ten Smart Growth Principles to
5 which the project has created objectives and goals specific to the project.
6 Principles include transportation related objectives and goals for the
7 project. The project will provide a transit center (a park-n-ride parking lot
8 and bus stop) to encourage carpooling as well as future live/work units to
9 encourage working from home.

10 3.27 Evaluate proposed highway extensions or widening projects for potential
11 noise impacts on existing and future land uses in the area. Require that the
12 effects of truck mix, speed limits, and ultimate motor vehicle volumes on
13 noise levels are also explored during the environmental process. The
14 exterior noise impacts from traffic to future land uses have been
15 calculated. After finalized information regarding road elevations and pad
16 heights becomes available, a subsequent acoustical study will be
17 performed to assess the necessary height of noise barriers obtain the
18 appropriate noise standard level for sensitive receptors and commercial
19 land uses.

20 4.1 Provide facilities for the safe movement of pedestrians within
21 developments, as specified in the County Ordinances Regulating the
22 Division of Land of the County of Riverside. The project includes a trail
23 system. This system will include a combination of greenbelts with
24 linkages and sidewalks located adjacent to roads and within roadway
25 paseos. It will incorporate trails for pedestrians, bicycles, and equestrians
26 in the form of an integrated system of hard- and soft-surface trails. The
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1 trail system will promote non-vehicular access to on-site recreational areas
2 as well as to the elementary schools and the Town Center Village.

3 4.2 Maximize visibility and access for pedestrians and encourage the removal
4 of barriers (walls, easements, and fences) for safe and convenient
5 movement of pedestrians. Special emphasis should be placed on the needs
6 of disabled persons considering Americans with Disabilities Act (ADA)
7 regulations. The planning and development objectives for THE
8 VILLAGES OF LAKEVIEW are based upon Smart Growth Principles.
9 There are ten Smart Growth Principles to which the project has created
10 objectives and goals specific to the project. One of the principles specifies
11 that sidewalks will be separated from streets and trail connections at every
12 edge. Special considerations for disabled persons were not addressed
13 specifically at this level of analysis.

14 4.3 Assure pedestrian access from developments to existing and future transit
15 routes and terminal facilities through project design. The project includes
16 a trail system. This system will include a combination of greenbelts with
17 linkages and sidewalks located adjacent to roads and within roadway
18 paseos. It will incorporate trails for pedestrians, bicycles, and equestrians
19 in the form of an integrated system of hard- and soft-surface trails. The
20 trail system will promote non-vehicular access to on-site recreational areas
21 as well as to the elementary schools and the Town Center Village.

22 4.4 Plan for pedestrian access that is consistent with road design standards
23 while designing street and road projects. Provisions for pedestrian paths or
24 sidewalks and timing of traffic signals to allow safe pedestrian street
25 crossing shall be included. The project includes a trail system. This
26 system will include a combination of greenbelts with linkages and
27 sidewalks located adjacent to roads and within roadway paseos. It will
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1 incorporate trails for pedestrians, bicycles, and equestrians in the form of
2 an integrated system of hard- and soft-surface trails. The trail system will
3 promote non-vehicular access to on-site recreational areas as well as to the
4 elementary schools and the Town Center Village.

5 4.9 Coordinate with all transit operators to ensure that pedestrian facilities are
6 provided along and/or near all transit routes, whenever feasible. New land
7 developments may be required to provide pedestrian facilities due to
8 existing or future planned transit routes even if demand for pedestrian
9 facility is not otherwise warranted. Currently, the Villages of Lakeview
10 does not propose the construction of overpasses or undercrossings at
11 trail/major road intersections. However, as the implementation of trails
12 throughout the project has been refined and clarified, the Specific Plan and
13 the Village Refinement Plan (VRP) for the Resort Village indicate that the
14 trails which connect the project's southern area to its northern area will be
15 connected over and/or under Ramona Expressway. The project also
16 provides for an outreach program to aimed at informing residents about
17 opportunities to walk, hike, bike, carpool and use public transportation.
18 Therefore, the project will be consistent with this GP policy.

19 6.3 Limit access points and intersections of streets and highways based upon
20 the road's General Plan classification and function. Access points must be
21 located a sufficient distance away from major intersections to allow for
22 safe, efficient operation. Sight distance at the project entrance roadways
23 shall be reviewed with respect to standards County of Riverside sight
24 distance standards at the time of preparation of final grading, landscape,
25 and street improvement plans.

26 7.2 Work with property owners to reserve right-of-way for potential CETAP
27 corridors through site design, dedication, and land acquisition, as
28

1 appropriate. Corridors are being examined in western Riverside County
2 for the preservation of rights-of-way for future multi-modal transportation
3 facilities.

4 7.9 Review development applications in cooperation with RCTC and as
5 appropriate, to identify the precise location of CETAP corridors and act to
6 preserve such areas from any permanent encroachments, pending
7 dedication or acquisition. Three corridors are being examined in western
8 Riverside County for the preservation of rights-of-way for future multi-
9 modal transportation facilities. These include the Beaumont/Banning to
10 Temecula transportation corridor, the Moreno Valley to San Bernardino
11 corridor, and the Hemet to Corona/Lake Elsinore corridor. The Hemet to
12 Corona/Lake Elsinore CETAP Corridor passes through the project area
13 along Ramona Expressway and is referred as the Mid County Parkway.

14 11.4 Offer incentives to new development to encourage it to locate in a transit-
15 oriented area such as a community center or along a designated transit
16 corridor near a station. The Villages of Lakeview is establishing a Town
17 Center Village, which is intended to emulate Riverside County's
18 community center land use designation. In general terms, the most dense
19 residential planning areas of the project are located in close proximity to
20 the Town Center Village. Additionally, the Town Center Village has the
21 potential for a greater residential density than the rest of the specific plan.

22 11.5 Accommodate transit through higher densities, innovative design, and
23 right-of-way dedication. The Villages of Lakeview is establishing a Town
24 Center Village, which is intended to emulate Riverside County's
25 community center land use designation. In general terms, the most dense
26 residential planning areas of the project are located in close proximity to
27 the Town Center Village. Additionally, the Town Center Village has the
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1 potential for a greater residential density than the rest of the specific plan.
2 Although explicit plans for mass transit are not a part of the project, the
3 higher densities proposed will facilitate the need for transit-oriented
4 development.

5 11.7 Promote development of transit centers and park-n-rides for use by all
6 transit operators, including development of multi-modal facilities. The
7 traffic-reducing potential of public transit has not been considered in this
8 study. Therefore, the traffic projections provided in this report are
9 considered conservative since public transit could reduce traffic volumes
10 in the project area.

11 16.1 Implement the County trail system as depicted in the Bikeways and Trails
12 Plan, Figure C-7. A General Plan Amendment to modify and expand the
13 existing County trails plan is part of the project proposal. See Figure
14 B.8.18.B of the Villages of Lakeview Specific Plan.

15 16.2 Develop a multi-purpose recreational trail network with support facilities
16 which provide a linkage with regional facilities. The project design
17 concept is that of a pedestrian-friendly lifestyle which includes trail
18 systems located throughout the project area that connect schools, services,
19 goods, parks, and trailheads.

20 16.3 Require that trail alignments either provide access to or link scenic
21 corridors, schools, parks, and other natural areas. The project design
22 concept is that of a pedestrian-friendly lifestyle which includes trail
23 systems located throughout the project area that connect schools, services,
24 goods, parks, and trailheads.

25 17.3 Ensure that the bikeway system incorporates the following: a.
26 Interconnection of cities and unincorporated communities; b. Provision of
27 lanes to specific destinations such as state or county parks; c. Provision for
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1 bicycle touring; and d. Encouragement of bicycle commuting. The project
2 design concept is that of a pedestrian-friendly lifestyle which includes trail
3 systems located throughout the project area that connect schools, services,
4 goods, parks, and trailheads.

5 C. Lakeview/Nuevo Area Plan Policies

6 7.1 Adhere to the lighting requirements specified in County Ordinance No.
7 655 for standards that are intended to limit light leakage and spillage that
8 may interfere with the operations of the Mount Palomar Observatory. The
9 Villages of Lakeview project area falls within Zone B of the Mt. Palomar
10 Nighttime Lighting Policy. Mitigation measures herein reduce potential
11 significant impacts to less than significant. Future development proposals
12 will be required to comply with County Ordinance No. 655 and will be
13 reviewed at such time as a development application is filed with the
14 Planning Department.

15 8.1 Design and develop the vehicular roadway system per Figure 7,
16 Circulation, and in accordance with the Functional Classifications and
17 Standards section of the General Plan Circulation Element. The General
18 Plan Circulation Element is currently being revised to more accurately
19 reflect the needs of the roadway system in this area. Additionally, The
20 Villages of Lakeview Specific Plan will necessitate modification to the
21 roadway system to accommodate its development. All of the proposed
22 changes are intended to adequately accommodate the traffic needs for the
23 area and the project. The County-led General Plan Amendment to update
24 Figure 7 in this area and the proposed project GPA related to circulation,
25 will bring the project and Figure 7 into consistency. The master developer
26 for The Villages of Lakeview has assembled over 147 parcels through
27 over 18 transactions to form the proposed project site. This consolidation
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1 of parcels under one control offers the ability to provide funding such that
2 the CETAP corridor may be constructed more quickly than if scattered
3 ownerships had developed over time.

4 8.2 Maintain the County's roadway Level of Service standards as described in
5 the Level of Service section of the General Plan Circulation Element. A

6 traffic report was prepared for the project that addresses potential future
7 traffic, roadway and intersection levels of service, planned roadway
8 improvements, and mitigation measures. On-site project intersections are
9 all proposed to accommodate projected traffic at County General Plan
10 standards or better. As development occurs, roadway levels of service
11 will fluctuate, however, because not all roads / intersections office which
12 rely on TUMF, DIF, RBBD or other funding may be completed
13 concurrently with project phasing. Therefore, on a temporary basis, the
14 project may result in Levels of Service that do not meet County standards.
15 At full build-out of the current General Plan roadway system and the
16 project, some roadway segments and intersections will not meet required
17 standards. Substantial changes to the area's transportation facilities will
18 occur as a result of project implementation; however, these changes are
19 consistent with and are anticipated in the General Plan. Generally
20 speaking, the existing roads within and around the project site are two-
21 lane rural roads, including Ramona Expressway within the unincorporated
22 portion of the County. The County General Plan calls for Ramona
23 Expressway to be improved from two and four lanes to up to six and eight
24 lanes at some locations. This is a substantial change; however it is one
25 that the County contemplates with or without the proposed project.
26 Likewise, by Phase 3 of project build-out, Nuevo Road from Murrieta
27 Road to Dunlap Road is anticipated to be increased from a two-lane
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1 Arterial to a six-lane Arterial; and from Dunlap Road to Menifee Road, a
2 two-lane Urban Arterial to an eight-lane Urban Arterial, as anticipated in
3 the General Plan. Again, this is a substantial change; however it is one
4 that the County has envisioned as taking place. Many of the more rural-
5 type roadways within and around the project site will be upgraded to
6 accommodate greater traffic volumes. It should be noted, however, that to
7 maintain the heart of the Lakeview community, the County has identified
8 Hansen Avenue as a local road that is to remain rural in size and
9 character, even if other parallel roads (Reservoir Avenue) must be larger.
10 The County is currently processing a General Plan Amendment to the
11 Circulation Element that proposes to change the road classification of
12 Hansen Avenue from a Major (4-lane) road to a Collector (2-lane).
13 Likewise, Lakeview Avenue is mandated in the mitigation measures and
14 COA to remain a smaller size road consistent with the rural community.
15 County Transportation Department staff worked with the applicant and
16 EIR preparer, to identify, through mitigation measures and conditions of
17 approval, "triggers" or "thresholds" which when met will require
18 implementation of identified circulation improvements. Triggers require
19 all improvements in a phased manner such that facilities are constructed
20 or under construction before development outpaces the roadway network.
21 Through the use of occupancy-based triggers, the traffic mitigation
22 measures require that intersection and roadway segment facilities be built
23 by the applicant, or require that the County have a construction contract
24 and full funds in place, in advance of development needs. Thus, the only
25 delay might be the time that it takes to construct all or part of a particular
26 intersection or roadway segment that is identified for improvement. By
27 imposing that the project implement various improvements prior to
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1 development through the identified “triggers,” the County has assured that
2 mitigation for potential project impacts will be implemented. In addition
3 to project-imposed mitigation, the project is also required to contribute to
4 funding programs that provide for regional transportation improvements,
5 such as the Transportation Uniform Mitigation Fee (TUMF),
6 Development Impact Fee – Ordinance 659 (DIF) and the future Road and
7 Bridge Benefit District (RBBD) for the Lakeview/Nuevo area.

8 9.1 Develop, maintain and/or improve the trails and bikeways within the
9 Lakeview/Nuevo Area Plan as depicted on Figure 8, Trails and Bikeway
10 System, and as discussed in the Multipurpose Recreational Trails section
11 of the General Plan Circulation Element. A GPA related to trails is
12 proposed by the project to elevate some trails within the project to regional
13 trails, while assuring trail connections currently envisioned on Figure 8 are
14 maintained. The Villages of Lakeview Specific Plan includes an extensive
15 trails system through and throughout the project site that meets the intent
16 of the policy.

17 10.1 Protect the scenic highways in the Lakeview/Nuevo planning area from
18 change that would diminish the aesthetic value of views of the Bernasconi
19 Hills, the San Jacinto River, the Mystic Lake Corridor, and the San Jacinto
20 Wildlife Area in accordance with the Scenic Highways section of the
21 General Plan Land Use, Multipurpose Open Space, and Circulation
22 Elements. Ramona Expressway is a County Eligible Scenic Highway.
23 The development of The Villages of Lakeview proposed adjacent to the
24 Ramona Expressway will be setback 50 feet to meet County policy. The
25 Aesthetics section of this DEIR evaluated potential impacts to the scenic
26 resources listed and determined that all potential significant adverse
27 impacts associated with the proposed project were found to be less than
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1 significant without mitigation with the exception of the development of
2 the proposed tank(s) in the Lakeview Mountains. With the
3 implementation of MM Aesthetics 1, impacts to the scenic highway from
4 the tank(s) will be less than significant. The significant area-wide scenic
5 resources on-site is the Lakeview Mountains. Retention of the mountains
6 as open space avoids substantial damage to scenic resources on site.

7 11.1 Accommodate the Hemet to Corona/Lake Elsinore CETAP Corridor in
8 accordance with the General Plan Circulation Element. The Villages of
9 Lakeview Specific Plan will play a major roll in accommodating the
10 installation of the corridor. The project fronts along 4.5 miles of Ramona
11 Expressway and will be responsible for extensive right-of-way and
12 payment of fees toward the development of the CETAP Corridor through
13 this area. The master developer for The Villages of Lakeview has
14 assembled over 147 parcels through over 18 transactions to form the
15 proposed project site. The consolidation of parcels under one control
16 offers the ability to provide funding such that the CETAP Corridor may be
17 constructed more quickly than if scattered ownerships had developed over
18 time.

19 13.1 Conserve the existing intact upland habitat block in the Lakeview
20 Mountains for the benefit of raptors, burrowing owl, and cactus wren. The
21 Villages of Lakeview Specific Plan designates all of the existing upland
22 habitat block in the Lakeview Mountains as Open Space Conservation,
23 except for a water tank site. Thus the area is preserved for the benefit of
24 raptors, burrowing owl, and cactus wren. To accomplish this, the project
25 is converting all of the land currently designated as Rural Mountains in the
26 General Plan to Open Space to conserve this area in its natural state.

1 13.2 Conserve clay soils intermixed with or near vernal pools occurring in the
2 middle reaches of the San Jacinto River supporting core populations of
3 thread-leaved brodiaea. Clay soils and vernal pools are located within the
4 project site and are located within proposed conservation areas and will be
5 avoided.

6 13.3 Conserve wetland habitats along the San Jacinto River including existing
7 vernal playas, vernal pools and associated watersheds. Maintain watershed
8 processes that contribute to and enhance water quality and the hydrologic
9 regime. The existing wetlands habitats along the San Jacinto River are
10 directly preserved through designated open space areas within the project
11 site along the flood plain of the river. The hydrologic conditions which
12 created and main these wetland features will be simulated by water from
13 the proposed project site being released in comparable flows. In the case
14 of the project's common boundary with the San Jacinto Wildlife Area,
15 stormwaters collected east of Davis Road will be released through a broad
16 overflow area of the channel which will sheet flow to the Marvin Road
17 ditch and overflow into the SJWA as currently happens. West of Davis
18 Road stormwater will be retained and/or diverted such that no more than
19 current volumes impact vernal pool areas. Outflows into the San Jacinto
20 River at the westernmost edge of the project will increase downstream
21 flows during storm events but will not result in nuisance water runoff in
22 amounts which will change the hydrologic regime of the river. This issue
23 is discussed in detail in the Biology and Hydrology sections of this DEIR.

24 13.4 Conserve Willow-Domino-Travers soils that support sensitive plants such
25 as spreading navarretia, San Jacinto Valley crownscale, Coulter's
26 goldfields, Parish's brittle scale, and Davidson's saltbrush. These sensitive
27 plant species were not found on site, however, the San Jacinto Wildlife
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1 Area contains a number of sensitive plant populations, some of which are
2 immediately adjacent or in close proximity to the project site. These
3 include the thread-leaved brodiaea, San Jacinto Valley crownscale, smooth
4 tarplant, and Coulter's goldfields. The soils which support these species
5 are conserved within the SJWA and although the soils series exist within
6 the proposed project site, the areas are presently farmed or otherwise
7 disturbed and cannot support plant species. The 500-foot setback from the
8 SJWA established within the Resort Village of the project will conserve
9 some of these soils types.

10 13.5 Maintain and enhance linkage value of the San Jacinto River for wildlife
11 movement and live-in habitat. The project includes a wildlife corridor
12 connection from the Lakeview Mountains, which are being retained in
13 open space, to Ramona Expressway where the corridor will be continued
14 north, under MSCHP requirements, to enhance the linkage value of the
15 San Jacinto River. The 500-foot buffer and open space proposed within
16 the Resort Village portion of the project will also maintain the SJWA and
17 the river for wildlife movement and live-in habitat by keeping
18 development setback.

19 13.6 Conserve grasslands adjacent to coastal sage scrub habitats as foraging
20 habitat for raptors. The proposed wildlife corridor on-site consists of
21 grasslands and/or open fields adjacent to the coastal sage scrub habitats of
22 the Lakeview Mountains. In addition, some areas at the toe of slope of the
23 mountains will be conserved in open space. Both these areas will allow
24 for the foraging by raptors. In addition, the 500-foot buffer area adjacent
25 to the SJWA will be maintained in natural area and or open fields which
26 will also support raptor foraging on-site.

1 14.1 Protect life and property from the hazards of flood events through
2 adherence to the Flood and Inundation section of the General Plan Safety
3 Element. The implementing projects that will occur within the proposed
4 Specific Plan will comply with the Flood and Inundation section of the
5 General Plan Safety Element. No development is proposed within the San
6 Jacinto River floodplain.

7 14.2 Adhere to the flood proofing, flood protection requirements, and Flood
8 Management Review requirements of Riverside County Ordinance No.
9 458 Regulating Flood Hazard Areas. Implementing projects within the
10 Specific Plan will adhere to the requirements of Riverside County Flood
11 Control and Water Conservation District. The entirety of development of
12 The Villages of Lakeview is outside of any Flood Hazard areas.

13 14.3 Require that proposed development projects that are subject to flood
14 hazards, surface ponding, high erosion potential or sheet flow be
15 submitted to the Riverside County Flood Control and Water Conservation
16 District for review. Implementing projects within the Specific Plan will
17 adhere to the requirements of Riverside County Flood Control and Water
18 Conservation District. The entirety of development of The Villages of
19 Lakeview is outside of any Flood Hazard areas.

20 15.1 Protect life and property from wildfire hazards through adherence to the
21 Fire Hazards section of the General Plan Safety Element. A 100-foot wide
22 fuel modification zone is proposed between all residences and the natural
23 vegetation of the Lakeview Mountains. Water tanks will be installed to
24 maintain water pressure and fire flows to the entire project and improve
25 the fire flows in the existing Lakeview community.

26 16.1 Protect life and property from seismic related incidents through adherence
27 to the Seismic Hazards section of the General Plan Safety Element. The
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1 proposed The Villages of Lakeview Specific Plan, being part of the
2 Lakeview/Nuevo area, has a very low liquefaction potential.
3 Conformance with Uniform Building Code standards, enforcement of
4 setbacks from local faults, and sound grading practices will help to
5 mitigate any potentially concerning circumstances. This area will be
6 developed as park land or open space. The eastern end of the project area
7 is comprised of lands designated for conservation and Rural Mountainous
8 Residential development. Both of these areas will be designated as open
9 space in The Villages of Lakeview.

10 17.1 Identify ridgelines that provide a significant visual resource for the
11 Lakeview/Nuevo planning area through adherence to the General Plan
12 Land Use Element. The Lakeview Mountains contains steep slopes and
13 provide a visual resource for the planning area. The project proposes to
14 designate all of its property within these mountains as Open Space which
15 will preserve this visual resource for the community.

16 17.2 Protect life and property through adherence to the Hillside Development
17 and Slope policies of the General Plan Land Use Element and the Slope
18 and Soil Instability Hazards policies of the General Plan Safety Element.
19 The development standards for The Villages of Lakeview Specific Plan
20 encourage passive solar design and day-lighting for new structures.

21 D. Land Use Element Policies

22 2.1 Accommodate land use development in accordance with the patterns and
23 distribution of use and density depicted on the General Plan Land Use
24 Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with
25 the following: The Lakeview/Nuevo Area Plan's map designates the
26 approximate 2,800-acre project site with the following land uses:
27 Agriculture (AG) with and without a Community Development Overlay
28

1 (CDO), Rural Residential (RR) with a Community Development Overlay,
2 Low Density Residential – Rural Community (LDR-RC), Very Low
3 Density Residential – Rural Community (VLDR-RC), Rural Mountainous
4 (RM), Low Density Residential – Community Development (LDR – CD),
5 Open Space Conservation (OS-C), and Commercial Retail (CR).
6 Although an approximate 1,445-acre portion of the project is within the
7 Community Development General Plan Foundation or entitled to a
8 Community Development Overlay (CDO), the Lakeview/Nuevo Area PI
9 did not provide this CDO area with development standards or intensities
10 by which it should be developed, nor did the County provide developed
11 “Buildout” assumptions for this area in the Statistical Summary for the
12 Lakeview/Nuevo Area Plan or the General Plan. As defined in the
13 Lakeview/Nuevo Area Plan *Table 2: Statistical Summary of*
14 *Lakeview/Nuevo Area Plan*, the combined communities could expect
15 approximately 26,778 dwelling units at buildout within the 27.745 acres
16 that comprise Lakeview/Nuevo Area Plan. The Villages of Lakeview
17 Specific Plan proposes 11,150 homes within its 2,789 acres. By
18 comparison, the project area makes up approximately 10 percent of the
19 Lakeview/Nuevo Area Plan while the number of dwelling units makes up
20 42 percent of all the dwelling units anticipated. Based on the Area Plan’s
21 statistics, there would be approximately 1 dwelling unit per acre while the
22 project would provide four times that density over its entire project area.
23 Within the project development the lowest density proposed is 5-8
24 dwelling units per acre to a high of 40 dwelling units per acre in the Town
25 Center. In June 2006, the Riverside County Board of Supervisors
26 approved a request by the applicant to proceed with a General Plan
27 Amendment to consider conversion of land within the project from
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1 Agriculture, Rural, and Rural Community Foundations to the Open Space
2 and Community Development Foundations. The final outcome, if
3 approved, would result in approximately 1,095 acres in the Open Space
4 Foundation and approximately 1,684 acres in the Community
5 Development Foundation, according to the staff report from the June 2006
6 hearing. The findings and recommendations from this hearing can be
7 found in Appendix B (CD#3) of the DEIR. In this approval to proceed,
8 the County found that the Foundations are “unusually compelling” and
9 “based on ample evidence that new conditions or circumstances” exist that
10 justify modification on the General Plan which do not conflict with the
11 overall Riverside County Vision.

12 a. Provide a land use mix at the countywide and area plan levels
13 based on projected need and supported by evaluation of impacts to
14 the environment, economy, infrastructure, and services. The
15 overall intent of LU.2.1.a is to provide a land use mix with a
16 project that is well supported with the evaluation of the impacts to
17 the environment, the economy, infrastructure and services. This
18 intent is met by The Villages of Lakeview project. The population
19 of Riverside County is expected to be approximately 3.4 million by
20 2030 and more housing units will be needed to accommodate the
21 new residents. At the countywide level, the RCIP Vision
22 Statement sets forth various topical visions aimed at proactively
23 dealing with the aforementioned need for growth with its social
24 and development issues, some of which include: The idea that
25 growth should not be forestalled but accommodated with quality
26 development; That population growth is inevitable and therefore
27 should be focused where it can be best be accommodated; and That
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1 the County incentivize and stimulate the development community
2 "to exceed the norms of development standards" to create
3 "communities of excellence". The proposed project provides a
4 mix of land uses within a master planned community setting
5 including a range of residential types, parks, schools, over 1,000
6 acres of open space, commercial/residential mixed use, and public
7 facilities. This comprehensive approach will assist the County in
8 meeting its vision and accommodating project growth. The EIR
9 evaluated in detail impacts to the environment of the proposal; a
10 fiscal impact report has been prepared (Appendix K (CD#4))
11 which sets forth the conditions under which the project will have a
12 positive fiscal impact on the County; infrastructure necessary to
13 serve the project area is evaluated in the specific plan and the
14 EMWD Master Plan for Water, Sewer, and Recycled Water in the
15 Lakeview/Nuevo area (EIR SCH 2007101043); and public services
16 will be provided as identified in the specific plan and addressed in
17 the EIR. The proposed The Villages of Lakeview Specific Plan
18 will exceed the housing needs based on the County's original
19 evaluation of the Lakeview/Nuevo Planning Area. Although The
20 Villages of Lakeview has a mix of residential densities and
21 proposes other land uses, including commercial, the amount of
22 growth proposed by The Villages of Lakeview was not anticipated
23 by the Lakeview/Nuevo Area Plan. However, the proposed
24 development was reviewed by the Board, including when it
25 considered initiating Foundation Amendments, and have been
26 considered acceptable by the Board of Supervisors which found
27 that "based on ample evidence that new conditions or
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1 circumstances” exist that justify modification on the General Plan
2 which do not conflict with the overall Riverside County Vision.
3 This project proceeded through the amendment process as required
4 and was able to make these findings in June of 2006 when the
5 Board of Supervisors allowed the project to proceed with the
6 process of amending the GP. Therefore, these GP-established
7 thresholds for changes to GP land uses have been met by the
8 project meets. With a recommendation of adoption by staff, and
9 with a subsequent discretionary action of adopting the project
10 General Plan Amendment (GPA), the Board will be indicating that
11 project is consistent with the General Plan.

- 12 b. Accommodate a range of community types and character, from
13 agricultural and rural enclaves to urban and suburban communities.
14 The Villages of Lakeview Specific Plan proposes a range of
15 community types with a housing and land use mix that ranges from
16 Medium High Residential to Very High Density Residential, Open
17 Space, Mixed Use Town Center (including residential), Park, and
18 Public Facility / Open Space. The Villages of Lakeview
19 accommodates the portion of the policy that relates to establishing
20 urban and suburban communities. The proposed project is located
21 adjacent to the rural community of Lakeview/Nuevo, the San
22 Jacinto Wildlife Area, and active agriculture. Through the use of
23 buffers, setbacks and an expanded circulation system, all these
24 surrounding uses will be retained and allowed to continue which
25 will provide for the full range of community types addressed in
26 this policy.
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1 c. Provide for a broad range of land uses, intensities, and densities,
2 including a range of residential, commercial, business, industry,
3 open space, recreation, and public facilities uses. The Villages of
4 Lakeview Specific Plan will create a master-planned community
5 consisting of medium high density, high density, and very high
6 density residential types, four potential K-8 schools, mixed-use
7 commercial / residential, open space, and public and civic
8 facilities. The proposed project will also include a mixed-use town
9 center that may include a grocery store, a drug store, possible
10 public facilities including a sheriff sub-station and post office, and
11 other commercial uses that would serve the need of the
12 community. There is no industry planned as part of The Villages
13 of Lakeview, however, the project addresses and accommodates
14 the continued operation of the Nutrilite manufacturing facility
15 located adjacent to the site.

16 d. Concentrate growth near community centers that provide a mixture
17 of commercial, employment, entertainment, recreation, civic, and
18 cultural uses to the greatest extent possible. The Lakeview/Nuevo
19 Area Plan was two defined community center areas west of the San
20 Jacinto River. Currently, the area east of the San Jacinto River
21 (this includes the project site) reflects a pattern of predominantly
22 low density residential character with pockets of commercial use
23 within the communities of Lakeview and Nuevo. The Villages of
24 Lakeview Specific Plan creates its own master-planned community
25 consisting of medium high density, high density, and very high
26 density residential types, proposed three K-8 schools, mixed-use
27 commercial / residential, parks and open space that collectively
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1 may contain the attributes that contribute to a community center
2 outside of where the Lakeview/Nuevo Area Plan intended this type
3 of development. Accordingly, The Villages of Lakeview will
4 concentrate the densest residential developments surrounding the
5 proposed Mixed Use Village, which is equivalent to the General
6 Plan land use designation of Community Center. e. Concentrate
7 growth near or within existing urban and suburban areas to
8 maintain the rural and open space character of Riverside County to
9 the greatest extent possible.

10 e. Concentrate growth near or within existing urban and suburban
11 areas to maintain the rural and open space character of Riverside
12 County to the greatest extent possible. Currently, Lakeview/Nuevo
13 Area Plan anticipates that the western half of the planning area,
14 near the city of Perris, would be comprised of primarily residential
15 development growth concentrated near an existing suburban area
16 and to maintain the rural and open space character of this portion
17 of Riverside County. The proposed The Villages of Lakeview
18 Specific Plan proposes new suburban areas in proximity to other
19 areas within the Lakeview/Nuevo Area Plan that are designated for
20 urban and suburban development and to the existing rural
21 community of Lakeview/Nuevo. There are areas within The
22 Villages of Lakeview that are currently designated for agricultural
23 and rural uses, and open space; and portions of the project area
24 were provided with a "Community Development Overlay" by
25 Riverside County GP. This project also provides for
26 approximately 1,000 acres of open space for conservation through
27 the RCA on its land use plan, and concentrates development away
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1 from biologically sensitive areas thus preserving the Lakeview
2 Mountains as open space in perpetuity. The project proposes to
3 concentrate growth near the existing Ramona Expressway (future
4 CETAP Mid-County Parkway) which is a corridor intended to link
5 and focus urban/suburban areas. Regardless, this project will
6 present a change in residential densities next to existing rural
7 properties and is not located adjacent to any existing urban or
8 suburban area. However, with the implementation of the proposed
9 buffers and setbacks from the existing adjacent agricultural uses
10 (300 feet), rural community (on- and off-site trails and extra 30-
11 foot setback), and wildlife area (500 feet), implementation of the
12 Design Guidelines of the Lakeview/Nuevo Area Plan, and The
13 Villages of Lakeview Specific Plan, the impacts to the existing
14 rural properties will be minimized. In the end, The Villages of
15 Lakeview Specific Plan will be left with approximately 2,800 acres
16 (the entire project site) of land within the Community
17 Development Foundation. After the project is implemented per
18 The Villages of Lakeview Specific Plan, approximately 48 percent
19 will be residential, commercial, and civic land uses; and 52 percent
20 will remain in various forms of open space (conservation, parks,
21 trails, earthen drainage channels, landscape setbacks, terrace
22 slopes, and open space). The City of San Jacinto borders the
23 project to the east. Although today the area is primarily dairies and
24 agriculture, the San Jacinto General Plan and a large specific plan
25 identify the area immediately to the east of the project as
26 developed commercial/industrial and residential area. Thus,
27 because the project preserves nearly 1,000 acres of conservation
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1 open space and over 50% of the project is some type of open
2 space, provides buffers and design standards that will transition to
3 less dense existing areas, is located along a CETAP corridor, and is
4 located immediately adjacent to suburban/urban uses planned in
5 San Jacinto, the project provides consistency with the General
6 Plan. See also discussion under LU2.1.a, above.

7 f. Site development to capitalize upon multi-modal transportation
8 opportunities and promote compatible land use arrangements that
9 reduce reliance on the automobile. The Lakeview/Nuevo area is a
10 rural area of Riverside County which has no multi-modal
11 transportation opportunities currently available to its residence.
12 The Villages of Lakeview's more urban densities will be
13 developed along Ramona Expressway which is a major
14 transportation corridor (future CETAP Mid County Parkway) that
15 could encourage the development of future bus routes to the area,
16 including buses from the project site to the planned Metrolink
17 Perris Valley commuter rail line to the area, including buses from
18 the project site to the planned Metrolink Perris Valley commuter
19 rail line to be located adjacent to the I-215. The proposed The
20 Villages of Lakeview Specific Plan offers a mix of residential
21 commercial services with the commercial portion of the project
22 that residents will be able to access either by bike or by foot,
23 reducing their reliance on automobiles. The Villages of Lakeview
24 also allows for the opportunity for a Park and Ride to be
25 developed.

26 g. Prevent inappropriate development in areas that are
27 environmentally sensitive or subject to severe natural hazards. The
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1 Villages of Lakeview Specific Plan residential development is set
2 back 500 feet from the San Jacinto Wildlife Area and retains over
3 1,000 acres of open space in the Lakeview Mountains and along
4 the San Jacinto River, both environmentally sensitive areas. The
5 proposed The Villages of Lakeview Specific Plan, being part of the
6 Lakeview/Nuevo area, has a very low liquefaction potential.
7 Conformance with the Uniform Building Code standards,
8 enforcement of setbacks from local faults, and sound grading
9 practices will help to mitigate any potentially concerning
10 circumstances. Within the northern portion of the
11 Lakeview/Nuevo area and within the project site is the 100-year
12 flood plain. No habitable structures will be developed in the flood
13 plain. This area will be developed as park land or open space. The
14 toe of slope of the Lakeview Mountains have been identified has
15 having the potential for rockfall hazards. The project is designed
16 to address this issue, as discussed in the Geology/Soils section of
17 the EIR.

- 18 3.1 Accommodate land use development in accordance with the patterns and
19 distribution of use and density depicted on the General Plan Land Use
20 Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with
21 the following concepts: The Lakeview/Nuevo Area Plan's map designates
22 the approximate 2,800-acre project site with the following land uses:
23 Agriculture (AG) with and without a Community Development Overlay
24 (CDO), Rural Residential (RR) with a Community Development Overlay,
25 Low Density Residential – Rural Community (LDR-RC), Very Low
26 Density Residential – Rural Community (VLDR-RC), Rural Mountainous
27 (RM), Low Density Residential – Community Development (LDR – CD),
28

1 Open Space Conservation (OS-C), and Commercial Retail (CR).
2 Although an approximate 1,445-acre portion of the project is within the
3 Community Development General Plan Foundation or entitled to a
4 Community Development Overlay (CDO), the Lakeview/Nuevo Area Pl
5 did not provide this CDO area with development standards or intensities
6 by which it should be developed, nor did the County provide developed
7 "Buildout" assumptions for this area in the Statistical Summary for the
8 Lakeview/Nuevo Area Plan or the General Plan. As defined in the
9 Lakeview/Nuevo Area Plan *Table 2: Statistical Summary of*
10 *Lakeview/Nuevo Area Plan*, the combined communities could expect
11 approximately 26,778 dwelling units at buildout within the 27.745 acres
12 that comprise Lakeview/Nuevo Area Plan. The Villages of Lakeview
13 Specific Plan proposes 11,150 homes within its 2,789 acres. By
14 comparison, the project area makes up approximately 10 percent of the
15 Lakeview/Nuevo Area Plan while the number of dwelling units makes up
16 42 percent of all the dwelling units anticipated. Based on the Area Plan's
17 statistics, there would be approximately 1 dwelling unit per acre while the
18 project would provide four times that density over its entire project area.
19 Within the project development the lowest density proposed is 5-8
20 dwelling units per acre to a high of 40 dwelling units per acre in the Town
21 Center. In June 2006, the Riverside County Board of Supervisors
22 approved a request by the applicant to proceed with a General Plan
23 Amendment to consider conversion of land within the project from
24 Agriculture, Rural, and Rural Community Foundations to the Open Space
25 and Community Development Foundations. The final outcome, if
26 approved, would result in approximately 1,095 acres in the Open Space
27 Foundation and approximately 1,684 acres in the Community
28

1 Development Foundation, according to the staff report from the June 2006
2 hearing. The findings and recommendations from this hearing can be
3 found in Appendix B (CD#3) of the DEIR. In this approval to proceed,
4 the County found that the Foundations are “unusually compelling” and
5 “based on ample evidence that new conditions or circumstances” exist that
6 justify modification on the General Plan which do not conflict with the
7 overall Riverside County Vision.

8 a. Accommodate communities that provide a balanced mix of land
9 uses, including employment, recreation, shopping, and housing.

10 The population of Riverside County is expected to be
11 approximately 3.4 million by 2030 and more housing units will be
12 needed to accommodate the new residents. At the countywide
13 level, the RCIP Vision Statement sets forth various topical visions
14 aimed at proactively dealing with the aforementioned need for
15 growth with its social and development issues, some of which
16 include: The idea that growth should not be forestalled but
17 accommodated with quality development; That population growth
18 is inevitable and therefore should be focused where it can be best
19 be accommodated; and That the County incentivize and stimulate
20 the development community “to exceed the norms of development
21 standards” to create “communities of excellence”. The proposed
22 project provides a mix of land uses within a master planned
23 community setting including a range of residential types, parks,
24 schools, over 1,000 acres of open space, commercial residential
25 mixed use, and public facilities. This comprehensive approach
26 will assist the County in meeting its vision and accommodating
27 project growth. The EIR evaluated in detail impacts to the
28

1 environment of the proposal; a fiscal impact report has been
2 prepared (Appendix K (CD#4)) which sets forth the conditions
3 under which the project will have a positive fiscal impact on the
4 County; infrastructure necessary to serve the project area is
5 evaluated in the specific plan and the EMWD Master Plan for
6 Water, Sewer, and Recycled Water in the Lakeview/Nuevo area
7 (EIR SCH 2007101043); and public services will be provided as
8 identified in the specific plan and addressed in the EIR.

- 9 b. Assist in and promote the development of infill and underutilized
10 parcels which are located in Community Development areas, as
11 identified on the General Plan Land Use Map. A large portion of
12 the proposed The Villages of Lakeview Specific Plan is proposed
13 for inclusion to a Community Development Overlay area as
14 identified by the RCIP. However, the existing properties within
15 the geographic area of The Villages of Lakeview have not
16 developed in accordance with those designations, so the existing
17 land uses of the geographic area of The Villages of Lakeview are
18 considered underutilized. Although those underutilized properties
19 are not within The Villages of Lakeview Specific Plan project area,
20 the development of the project, and the infrastructure that is
21 required, will indirectly facilitate the development of those
22 properties. Additionally, not all new development which will be
23 required to meet projected population demand within the County in
24 the next 25 years can be accommodated with infill development.
25 Therefore, because this project does develop parcels located with
26 Community Development areas, is not a traditional infill project,

1 and will assist in meeting the County's housing demand in the
2 future, it is consistent with the intent of the General Plan.

- 3 c. Create street and trail networks that directly connect local
4 destinations, and that are friendly to pedestrians, equestrians,
5 bicyclists, and others using non-motorized forms of transportation.

6 A multi-purpose trail system is provided along the side of several
7 level of roadway categories. All levels of street hierarchy include
8 a sidewalk and / or multi-purpose trail to facilitate pedestrian travel
9 and to permit pedestrian access to areas and trail within the
10 community. Pursuant to the Lakeview/Nuevo Area Plan, a
11 Community Trail is planned along the MWD Aqueduct. Trails are
12 also proposed to connect to the trails along the San Jacinto River.
13 The proposed development will not conflict with or hinder the
14 development of this trail.

- 15 d. Provide the opportunity to link communities through access to
16 multi-modal transportation systems. The Lakeview/Nuevo area is
17 a rural area of Riverside County which has no multi-modal
18 transportation opportunities currently available to its residence.
19 The Villages of Lakeview's more urban densities will be
20 developed along Ramona Expressway which is a major
21 transportation corridor (future CETAP Mid County Parkway) that
22 could encourage the development of future bus routes to the area,
23 including buses from the project site to the planned Metrolink
24 Perris Valley commuter rail line to the area, including buses from
25 the project site to the planned Metrolink Perris Valley commuter
26 rail line to be located adjacent to the I-215. The proposed The
27 Villages of Lakeview Specific Plan offers a mix of residential /
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1 commercial services with the commercial portion of the project
2 that residents will be able to access either by bike or by foot,
3 reducing their reliance on automobiles. The Villages of Lakeview
4 also allows for the opportunity for a Park and Ride to be
5 developed.

- 6 e. Encourage the provision of public art. Although the Specific Plan
7 did not include policies that addressed the provision of public art,
8 mitigation measure MM Land Use 3 was included in EIR No. 471
9 to encourage public art, and to provide a mechanism for
10 interpretation of some of the historic land uses of the project site.
11 Public art and/or historic interpretation art or exhibits, shall be
12 incorporated into the project in a minimum of three locations.
13 Therefore, the project when complete will be consistent with this
14 General Plan policy.

- 15 3.2 Use open space, greenways, recreational lands, and watercourses as
16 community separators. The Villages of Lakeview will provide setbacks
17 and the use of the natural terrain to provide separation between the City of
18 San Jacinto and the wildlife area. Along the northwest boundary the
19 project proposes a 500-foot greenbelt which serves as a setback for
20 development from the San Jacinto Wildlife Area which may include parks,
21 agriculture, drainage facilities, and trails. This separates the Wildlife Area
22 from the proposed project. Along the eastern project boundary, the project
23 proposes to designate the hills as open space which separates the project
24 area from the City of San Jacinto. In addition, PA 77 includes a
25 Community Separator Overlay which will provide visual separation and
26 monumentation signage along the Ramona Expressway at the eastern site
27 boundary.
28

1 4.1 Require that new developments be located and designed to visually
2 enhance, not degrade the character of the surrounding area through
3 consideration of the following concepts:

4 a. Compliance with the design standards of the appropriate area plan
5 land use category. The proposed The Villages of Lakeview
6 Specific Plan has developed its own Design Guidelines, based
7 partially on the Lakeview/Nuevo Design Guidelines.

8 b. Require that structures be constructed in accordance with the
9 requirements of the County's zoning, building, and other pertinent
10 codes and regulations. The Villages of Lakeview Specific Plan has
11 established its own set of zoning standards, and development will
12 occur in accordance with those requirements and with all other
13 applicable zoning regulations not in the specific plan. Building
14 codes and other pertinent regulations will be applied to the project
15 as it develops.

16 c. Require that an appropriate landscape plan be submitted and
17 implemented for development projects subject to discretionary
18 review. Prior to the issuance of building permits, the Planning
19 Dept. must approve plans for developed common open space areas,
20 including landscaping and irrigation plans. Plans include final
21 grading plans, irrigation plans certified by a landscape architect,
22 certified landscape plans, fence treatment, and special treatment /
23 buffer area treatment plans. The Villages of Lakeview Specific
24 Plan Development Standards support this.

25 d. Require that new development utilize drought tolerant landscaping
26 and incorporate adequate drought-conscious irrigation systems.
27 The proposed The Villages of Lakeview Specific Plan's conceptual
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1 landscape plan requires the implementation of water use efficiency
2 measures such as use of drought tolerant plants, grouping plans
3 with similar irrigation requirements, use of mulch, and water
4 efficient irrigation systems, consistent with County Ordinance No.
5 859, Article XIXf.

6 e. Pursue energy efficiency through street configuration, building
7 orientation, and landscaping to capitalize on shading and facilitate
8 solar energy, as provided for in Title 24 of the California
9 Administrative Code [Code of Regulations]. Passive energy
10 efficiency techniques will occur within the proposed The Villages
11 of Lakeview Specific Plan, including orientation of buildings,
12 planting trees to take advantage of sun and adequate roof
13 overhangs. Active energy efficiency measures will be addressed
14 and required on Title 24 for such methods as proper wall and
15 ceiling installation.

16 f. Incorporate water conservation techniques, such as groundwater
17 recharge basins, use of porous pavement, drought tolerant
18 landscaping, and water recycling, as appropriate. The Villages of
19 Lakeview Specific Plan maintains as much or more floodplain as
20 exists, so recharge will be maintained. Drought tolerant
21 landscaping will be implemented throughout the Specific Plan and
22 a demonstration garden is proposed, in order to educate
23 homeowners. The project will install nonpotable water lines to
24 utilize EMWD recycled water as it becomes available.

25 g. Encourage innovative and creative design concepts. Unique and
26 creative designs are encouraged and recommend providing
27 variation and interest in the development. Some of these elements
28

1 include building articulations, single story elements, roof forms
2 and pitches, shade and shadow relief, and varied architectural style.

3 h. Encourage the provision of public art. Although the Specific Plan
4 did not include policies that addressed the provision of public art,
5 mitigation measure MM Land Use 3 was included in EIR No. 471
6 to encourage public art, and to provide a mechanism for
7 interpretation of some of the historic land uses of the project site.
8 Public art and/or historic interpretation art or exhibits, shall be
9 incorporated into the project in a minimum of three locations.
10 Therefore, the project when complete will be consistent with this
11 General Plan policy.

12 i. Include consistent and well-designed signage that is integrated
13 with the building's architectural character. At the specific plan
14 level, no particular signs on buildings are proposed. Signage
15 standards within the specific plan are limited in their scope but will
16 conform to the project's design guidelines and Riverside County
17 Ordinance No. 348. The Design Guidelines provide for
18 monumentation of the community and signage. Commercial
19 signage will be submitted for approval by the County of Riverside
20 Planning Department.

21 j. Provide safe and convenient vehicular access and reciprocal access
22 between adjacent commercial uses. The project's circulation
23 system will be designed to provide safe and convenient vehicular
24 access to all commercial uses that complies with Riverside County
25 Transportation Department and Fire Department requirements.
26 During future site plan reviews, assessments can be made for the
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1 possibility of reciprocal access between adjacent commercial,
2 business park, and light industrial uses.

3 k. Locate site entries and storage bays to minimize conflicts with
4 adjacent residential neighborhoods. At the time of site plan
5 review, the Riverside County Planning Department will apply all
6 applicable design standards to minimize conflicts with adjacent
7 residential neighborhoods.

8 l. Mitigate noise, odor, lighting, and other impacts on surrounding
9 properties. To the extent feasible at the specific plan level, the EIR
10 has found these types of impacts to be less than significant or
11 reduced to a less than significant level through mitigation included
12 in the EIR.

13 m. Provide and maintain landscaping in open spaces and parking lots.
14 The design guidelines of The Villages of Lakeview Specific Plan
15 provide guidance for designing open space landscaping in common
16 areas and requires that the developer or an established association
17 maintain all common landscape areas. The Guidelines also require
18 that all areas not devoted to parking, drive aisles, building, or
19 operational areas shall be landscaped and permanently maintained
20 and parking lots will be landscaped in accordance with Riverside
21 County Ordinance No. 348 requirements.

22 n. Include extensive landscaping. The proposed The Villages of
23 Lakeview Specific Plan has developed unique Design Guidelines
24 which will encourage appropriate landscaping. The tree planting
25 and landscaping program in The Villages of Lakeview Specific
26 Plan is proposed to be extensive with the use of drought tolerant
27 and non-invasive plant species. The proposed The Villages of
28

1 Lakeview Specific Plan will adhere to standards detailed in the
2 Specific Plan's landscaping standards and guidelines, and in
3 Riverside County Ordinance No. 348 and 859.

- 4 o. Preserve natural features, such as unique natural terrain, drainage
5 ways, and native vegetation, wherever possible, particularly where
6 they provide continuity with more extensive regional systems. The

7 natural features of the site include natural drainages and chaparral
8 types of vegetation within the Lakeview Mountains which are
9 supposed to be preserved in conservation open space. Some areas
10 of native vegetation along the San Jacinto River area also proposed
11 to be retained in open space. Both these areas are identified for
12 conservation and provide continuity with the regional system
13 identified in the Western Riverside County Multi-Species Habitat
14 Conservation Plan (MSHCP).

- 15 p. Require that new development be designed to provide adequate
16 space for pedestrian connectivity and access, recreational trails,
17 vehicular access and parking, supporting functions, open space,
18 and other pertinent elements. The project offers a trail network

19 along the public right-of-way with potential connections to a
20 regional trail network and access opportunities along the four mile
21 MWD aqueduct corridor. A minimum of four active parks
22 containing approximately 55 acres are included in The Villages of
23 Lakeview Specific Plan. Additionally, more than 50 acres of
24 passive parks are located adjacent to the San Jacinto Wildlife Area
25 (SJWA) and the Lakeview Mountains. An extensive trail system
26 connects parks, open space, and community facilities. Landscaped
27 streets include sidewalks for pedestrian access. The residential
28

1 community will have access to sidewalks and on-street bike lanes
2 within the greater area of Lakeview/Nuevo.

3 q. Design parking lots and structures to be functionally and visually
4 integrated and connected. Development within the proposed
5 project will comply with the specific plan's design guidelines and
6 applicable Riverside County zoning ordinance requirements
7 regarding the design and screening of parking areas.

8 r. Site buildings access points along sidewalks, pedestrian areas, and
9 bicycle routes, and include amenities that encourage pedestrian
10 activity. The Design Guidelines encourage buildings to be oriented
11 to public plazas and parks to encourage social gathering places for
12 the community. The guidelines also encourage development of
13 sidewalk cafes and outdoor restaurant seating. Within Town
14 Center area buildings will be fronted on major streets, internal
15 drive aisles, parking areas, and pedestrian areas. Entrances and
16 access points will be defined so they can be easily recognized.

17 s. Establish safe and frequent pedestrian crossings. Internal
18 sidewalks will connect to The Villages of Lakeview Specific Plan
19 development to internal parks and to other project areas.
20 Pedestrian connectivity and movement is emphasized in street and
21 parking areas designed with numerous crossing points at parking
22 and street improvements.

23 t. Create a human-scale ground floor environment that includes
24 public open areas that separate pedestrian space from auto traffic
25 or where mixed, it does so with special regard to pedestrian safety.
26 The Design Guidelines of The Villages of Lakeview provide
27 guidance for designing residential units with single-story elements.
28

1 Other provisions of The Villages of Lakeview, particularly the
2 central park in Planning Area 39 and the Mixed Use Village,
3 comply with this policy.

4 4.2 Require property owners to maintain structures and landscaping to a high
5 standard of design, health, and safety through the following:

6 a. Provide proactive code enforcement activities. The proposed The
7 Villages of Lakeview Specific Plan Design Guidelines will
8 complement the County-wide Design Guidelines applicable to this
9 area.

10 b. Promote programs and work with local service organizations and
11 educational institutions to inform residential, commercial, and
12 industrial property owners and tenants about property maintenance
13 methods. The Villages of Lakeview Specific Plan requires that a
14 Homeowner's Association shall be established for the specific plan
15 area, to assume ownership and maintenance responsibility for all
16 common recreation, open space, private circulation systems within
17 gated communities and within multi-family complexes, and
18 landscaped areas. The Homeowners' Association will enforce any
19 property and landscaping maintenance requirements established by
20 the association and as appropriate will provide homeowners will
21 information regarding maintenance methods. Ongoing educational
22 programs including property maintenance methods are a part of
23 The Villages of Lakeview community.

24 c. Promote and support community and neighborhood based efforts
25 for the maintenance, upkeep, and renovation of structures and sites.
26 The Villages of Lakeview Specific Plan requires that a
27 Homeowner's Association shall be established for the specific plan
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1 area, to assume ownership and maintenance responsibility for all
2 common recreation, open space, private circulation systems within
3 gated communities and within multi-family complexes, and
4 landscaped areas. The Homeowners' Association will enforce any
5 property and landscaping maintenance requirements established by
6 the association and as appropriate will provide homeowners will
7 information regarding maintenance methods. Ongoing educational
8 programs including property maintenance methods are a part of
9 The Villages of Lakeview community.

10 5.1 Ensure that development does not exceed the ability to adequately provide
11 supporting infrastructure and services, such as libraries, recreational
12 facilities, transportation systems, and fire/police/medical services.

13 Through the payment of Riverside County's required development impact
14 fees (Ordinance No. 659), the implementation of the Periodic Medical
15 Needs Assessment, which is required by Mitigation Measure 4.15.7A of
16 the County General Plan EIR, and the implementation of mitigation
17 measures listed in the EIR, the impacts of the proposed The Villages of
18 Lakeview Specific Plan to public facilities and services will be less than
19 significant.

20 5.2 Monitor the capacities of infrastructure and services in coordination with
21 service providers, utilities, and outside agencies and jurisdictions to ensure
22 that growth does not exceed acceptable levels of service. The project

23 proponent and utility providers will monitor growth and utility demand to
24 ensure that the utility agency maintains adequate levels of service to the
25 area. The payment of Riverside County's required development impacts
26 fees (Ord. No. 659) and the implementation of mitigation measures listed
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1 in the EIR shall ensure that growth is provided with appropriate
2 infrastructures for adequate level of services.

3 5.3 Review all projects for consistency with individual urban water
4 management plans. The Eastern Municipal Water District has prepared a
5 Water Supply Assessment which considered the District's Urban Water
6 Management Plan and determined that the District has adequate water to
7 supply to serve the proposed The Villages of Lakeview Specific Plan.

8 5.4 Ensure that development and conservation land uses do not infringe upon
9 existing public utility corridors, including fee owned rights-of-way and
10 permanent easements, whose true land use is that of "public facilities".
11 This policy will ensure that the "public facilities" designation governs
12 over what otherwise may be inferred by the large scale general plan maps.

13 The Villages of Lakeview designates several "public facilities" planning
14 areas, and will ensure that land uses do not infringe on existing public
15 utility corridors, such as the MWD easement that traverses through the
16 project site.

17 6.1 Require land uses to develop in accordance with the General Plan and area
18 plans to ensure compatibility and minimize impacts. The

19 Lakeview/Nuevo Area Plan's map designates the approximate 2,800-acre
20 project site with the following land uses: Agriculture (AG) with and
21 without a Community Development Overlay (CDO), Rural Residential
22 (RR) with a Community Development Overlay, Low Density Residential
23 - Rural Community (LDR-RC), Very Low Density Residential - Rural
24 Community (VLDR-RC), Rural Mountainous (RM), Low Density
25 Residential - Community Development (LDR - CD), Open Space
26 Conservation (OS-C), and Commercial Retail (CR). Although an
27 approximate 1,445-acre portion of the project is within the Community
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1 Development General Plan Foundation or entitled to a Community
2 Development Overlay (CDO), the Lakeview/Nuevo Area Pl did not
3 provide this CDO area with development standards or intensities by which
4 it should be developed, nor did the County provide developed "Buildout"
5 assumptions for this area in the Statistical Summary for the
6 Lakeview/Nuevo Area Plan or the General Plan. As defined in the
7 Lakeview/Nuevo Area Plan *Table 2: Statistical Summary of*
8 *Lakeview/Nuevo Area Plan*, the combined communities could expect
9 approximately 26,778 dwelling units at buildout within the 27.745 acres
10 that comprise Lakeview/Nuevo Area Plan. The Villages of Lakeview
11 Specific Plan proposes 11,150 homes within its 2,789 acres. By
12 comparison, the project area makes up approximately 10 percent of the
13 Lakeview/Nuevo Area Plan while the number of dwelling units makes up
14 42 percent of all the dwelling units anticipated. Based on the Area Plan's
15 statistics, there would be approximately 1 dwelling unit per acre while the
16 project would provide four times that density over its entire project area.
17 Within the project development the lowest density proposed is 5-8
18 dwelling units per acre to a high of 40 dwelling units per acre in the Town
19 Center. In June 2006, the Riverside County Board of Supervisors
20 approved a request by the applicant to proceed with a General Plan
21 Amendment to consider conversion of land within the project from
22 Agriculture, Rural, and Rural Community Foundations to the Open Space
23 and Community Development Foundations. The final outcome, if
24 approved, would result in approximately 1,095 acres in the Open Space
25 Foundation and approximately 1,684 acres in the Community
26 Development Foundation, according to the staff report from the June 2006
27 hearing. The findings and recommendations from this hearing can be
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1 found in Appendix B (CD#3) of the DEIR. In this approval to proceed,
2 the County found that the Foundations are “unusually compelling” and
3 “based on ample evidence that new conditions or circumstances” exist that
4 justify modification on the General Plan which do not conflict with the
5 overall Riverside County Vision. This project will have potential impacts
6 on the nearby communities and uses, however, setbacks and buffers
7 incorporated in the specific plan and mitigation measures included in the
8 EIR reduce all significant impacts to less than significant levels which
9 ensure compatibility issues are minimized.

10 6.3 Consider the positive characteristics and unique features of the project site
11 and surrounding community during the design and development process.

12 With respect to natural site characteristics, The Villages of Lakeview
13 Specific Plan utilizes three unique areas within the specific plan area as
14 passive open space areas: the Lakeview Mountains in the southeastern
15 portion of the specific plan, the Metropolitan Water District aqueduct that
16 runs through the central part of the specific plan, and the area in the
17 northwest portion of the specific plan adjacent to the San Jacinto River
18 and the SJWA. These unique areas will be incorporated into the passive
19 recreation and /or open spaces of the specific plan. Nuevo Development
20 Corporation has an on-going outreach program in place that addresses the
21 concerns of 1) local citizens, 2) environmentalists, and 3) Native
22 Americans; Nuevo has been collaborating with these groups for more than
23 three years. Nuevo Development Corporation took a leadership role in
24 creating a coalition of developers in the area to address infrastructure
25 issues through good regional planning efforts. Nuevo Development
26 Corporation’s support of efforts by Nutrilite and McAnally Enterprises to
27 retain an possibly expand their businesses locally is another example of
28

1 how the unique characteristics and features of the site and surrounding
2 community have been taken into consideration during the development
3 process.

4 6.4 Retain and enhance the integrity of existing residential, employment,
5 agricultural, and open space areas by protecting them from encroachment
6 of land uses that would result in impacts from noise, noxious fumes, glare,
7 shadowing, and traffic. Currently, the proposed The Villages of Lakeview
8 Specific Plan project site and surrounding lands are currently used for
9 open farmland, agricultural activities, and rural residential living.
10 However, the Lakeview/Nuevo area is rapidly developing with residential
11 land uses in its western boundaries near the City of Perris. Riverside
12 County has acknowledged that the geographic area of The Villages of
13 Lakeview Specific Plan will be developed with urban / suburban densities
14 by the placement of the Community Development Overlay. Additionally,
15 the Design Guidelines of the Specific Plan will provide for the buffering
16 of the surrounding community from this development.

17 6.5 Require buffering to the extent possible between urban uses and adjacent
18 rural/equestrian oriented land uses. The proposed The Villages of
19 Lakeview Specific Plan has equestrian trails running through it that will
20 continue to provide linkages to some of the rural / equestrian oriented land
21 uses; and the Specific Plan proposes various trails along some of the
22 perimeters of the project site adjacent to the existing rural uses to preserve
23 access to open space areas and offer a buffer between the project's urban
24 development and those uses. In addition, The Villages of Lakeview will
25 be buffered from the existing rural and equestrian properties through the
26 use of equestrian trails, open space areas, and site-specific designs. A
27 500-foot buffer is proposed between the development area and the SJWA.
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1 A 300-foot buffer between project development and active agricultural
2 uses is required by mitigation in the EIR.

3 6.6 Require buffering between urban uses and adjacent rural/equestrian
4 oriented land uses. The proposed The Villages of Lakeview Specific Plan
5 has equestrian trails running through it that will continue to provide
6 linkages to some of the rural / equestrian oriented land uses; and the
7 Specific Plan proposes various trails along some of the perimeters of the
8 project site adjacent to the existing rural uses to preserve access to open
9 space areas and offer a buffer between the project's urban development
10 and those uses. In addition, The Villages of Lakeview will be buffered
11 from the existing rural and equestrian properties through the use of
12 equestrian trails, open space areas, and site-specific designs. A 500-foot
13 buffer is proposed between the development area and the SJWA. A 300-
14 foot buffer between project development and active agricultural uses is
15 required by mitigation in the EIR.

16 7.1 Accommodate the development of a balance of land uses that maintain
17 and enhance the County's fiscal viability, economic diversity, and
18 environmental integrity. The proposed The Villages of Lakeview is a
19 primarily residential specific plan, with some commercial and public
20 facilities uses also allowed. The Fiscal Impact Analysis for this specific
21 plan identify the conditions under which development of the project would
22 have a positive impact on the County's General Fund, and other public
23 facilities funds, thus enhancing the County's fiscal viability. Although
24 there are no areas designed for industrial or office uses within the project
25 area, the project allows for the development of up to 500,000 square feet
26 of retail / commercial uses. The environmental integrity of the project
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1 area and the County is being preserved through the conservation of over
2 1,000 acres of open space.

3 7.2 Promote and market the development of a variety of stable employment
4 and business uses that provide a diversity of employment opportunities.

5 The proposed The Villages of Lakeview Specific Plan will include up to
6 500,000 square feet of commercial development, which would provide the
7 area with new businesses and increase employment opportunities.

8 7.3 Promote the development of focused employment centers rather than
9 inefficient strip commercial development. The Villages of Lakeview

10 Specific Plan proposal includes up to 500,000 square feet of commercial
11 development, which would provide the area with new businesses and
12 increase employment opportunities.

13 7.12 Improve the relationship and ratio between jobs and housing so that
14 residents have an opportunity to live and work within the County. The

15 proposed The Villages of Lakeview Specific Plan will include up to
16 500,000 square feet of commercial development, which would provide the
17 area with new businesses and increase employment opportunities for
18 residents within the area.

19 8.1 Provide for permanent preservation of open space lands that contain
20 important natural resources, hazards, water features, watercourses, and

21 scenic and recreational values. The proposed The Villages of Lakeview
22 Specific Plan proposes to establish 1,013 acres of Open Space
23 Conservation lands with trails of which 927.4 acres are in the Lakeview
24 Mountains and over 34 acres in the flood plain. By designating this area
25 as Open Space, this land offers the community scenic and recreational
26 value and important natural resources.

1 8.2 Require that development protect environmental resources by compliance
2 with the Multipurpose Open Space Element of the General Plan and
3 Federal and State regulations such as CEQA, NEPA, the Clean Air Act,
4 and the Clean Water Act. The project is in compliance with all applicable
5 federal, state, and local regulations that protect environmental resources,
6 including the Western Riverside MSHCP, the General Plan's Open Space
7 Element, Clean Air Act and the Clean Water Act. The proposed Specific
8 Plan and all future implementing development proposals will comply with
9 applicable provisions of the California Environmental Quality Act
10 (CEQA).

11 8.3 Incorporate open space, community greenbelt separators, and recreational
12 amenities into Community Development areas in order to enhance
13 recreational opportunities and community aesthetics, and improve the
14 quality of life. The proposed The Villages of Lakeview Specific Plan
15 proposes to establish 1,013 acres of Open Space with trails of which 927.4
16 acres has been designated for Rural Mountain residential development but
17 which will now be preserved in conservation Open Space. Additionally,
18 the Specific Plan includes equestrian and mix-use trails, a greenbelt trail
19 along the MWD aqueduct, several parks containing at least 78 acres,
20 which could include play equipment, pool, picnic tables, and passive play
21 areas, and over 106 acres of passive parks and trailheads. These amenities
22 will enhance recreational opportunities and community aesthetics and
23 improve the quality of life compliant with Policy LU 8.3. In addition, PA
24 77 includes a Community Separator Overlay which requires that a
25 Community Separator be provided at the edge where the project abuts the
26 City of San Jacinto.

1 8.4 Allow development clustering and/or density transfers in order to preserve
2 open space, natural resources, and/or biologically sensitive resources. The
3 project proposes to cluster development into medium-high, high density,
4 and very-high density residential housing. The increase in residential
5 density and clustering will allow for preservation of over 1,000 acres of
6 open space which includes biologically sensitive resources in Lakeview
7 Mountains and along the San Jacinto River.

8 8.5 In conjunction with the CEQA review process, evaluate the potential for
9 residential projects not located within existing parks and recreation
10 districts or County Service Areas (CSAs) that provide for neighborhood
11 and community park development and maintenance to be annexed to such
12 districts or CSAs, and require such annexation where appropriate and
13 feasible. At the time of the recordation of final subdivision map(s), the
14 applicant and/or developer shall convey common greenbelt, common open
15 space areas, and neighborhood parks to the master property owner's
16 association or appropriate public maintenance agency.

17 9.1 Require that new development contribute their fair share to fund
18 infrastructure and public facilities such as police and fire facilities. The
19 proposed project will be required to pay its fair share of public safety and
20 infrastructure-related mitigation fees as per Riverside County Ordinance
21 No. 659.6. Additionally, the proposed project will allow for the
22 development of public facilities within the project area.

23 9.2 Require a fiscal impact analysis for specific plans and major development
24 proposals so as not to have a negative fiscal impact on the County. The
25 applicant submitted a Fiscal Impact Analysis for the Villages of Lakeview
26 dated January 19, 2009 (2009 FIA) (Appendix K to the DEIR, CD#4).
27 That report shows that using August 2007 pricing levels (See Table 3 in
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1 the 2009 FIA) there is projected to be a net fiscal surplus for the County as
2 a result of implementation of the proposed project. The January 2009
3 report also provided a fiscal impact analysis using December 2008 pricing
4 levels (See Table 2 in the 2009 FIA). The 2009 FIA shows a slight deficit
5 in the year 2020 which continues forward to year 2030, although the
6 project has a positive fiscal impact on the Fire Fund and Library
7 Fund. The 2009 FIA states that the Developer cannot afford to invest
8 capital dollars to start the Project until prices at least meet August 2007
9 pricing levels, if not higher, and when this occurs, all other assumptions
10 holding equal, the project will have a positive fiscal impact on the County
11 at build-out and 10 years projecting forward. Therefore, although the
12 2009 FIA identified a deficit using December 2008 pricing levels, the
13 project will not commence until market conditions warrant, i.e., until
14 prices meet August 2007 pricing levels. When that occurs, the projections
15 set forth in the 2009 FIA based upon the August 2007 pricing
16 levels demonstrate that the project will have a positive fiscal impact on the
17 County.

18 10.1 Provide sufficient commercial and industrial development opportunities in
19 order to increase local employment levels and thereby minimize long-
20 distance commuting. The Land Use Designations within the town center
21 of the project area are intended for commercial development with a limit
22 of 500,000 square feet of retail floor area which equates to approximately
23 1,000 jobs. The project also proposes approximately 11,150 homes which
24 would equate to approximately 34,000 inhabitants which will also create a
25 secondary tier of jobs such as landscape maintenance, mail carriers,
26 teachers, etc. Since the project area is situated in a rural area, outside of
27 an existing urban core, the number of available jobs in the area is currently
28

1 limited. Although this project will increase local employment
2 opportunities, many of the residents of the proposed project will need to
3 commute outside of the community. To address this potential need for
4 commuting, the project includes a transit center and the applicant is
5 required to coordinate with the local transit company to see that service is
6 provided (MM Air 13). A community vehicle which can provide
7 commuter service to the Perris Valley Metrolink line is also required (MM
8 Air 11) and which can be used to minimize trips within the project as well.
9 Because commuting may be required, the project is designed to allow
10 residents to stay out of their cars once they return home. In addition to the
11 clustered and mixed use land plan, Development Standards and mitigation
12 measures require the project to: engage in public outreach efforts aimed at
13 informing residents about opportunities to utilize walking, public
14 transportation, carpooling, and bicycles; provide adequate bicycle parking,
15 designate parking spaces for high-occupancy vehicles and provide larger
16 parking spaces to accommodate vans used for ride sharing at the transit
17 center, library, public community center, Central Park parking area, and in
18 commercial areas. In addition, the project will hold acreage within the
19 Town Center for office uses, so that not all jobs created are
20 commercial/retail. Thus, the project provides both jobs and ways to
21 reduce individual vehicle trips for commuting, and reduces the need for
22 vehicle trips within the community which contributes to the project's
23 overall consistency with the General Plan overall despite this fact that the
24 amount of commercial/industrial development proposed is limited and
25 may not fully address the goals of this policy.

26 10.2 Ensure adequate separation between pollution producing activities and
27 sensitive emission receptors, such as hospitals, residences, and schools.
28

1 The Ramona Expressway is anticipated to produce pollution, in the form
2 of diesel exhaust. No hospitals are proposed in the project, and all schools
3 are planned to be located at least 500 feet from the Ramona Expressway
4 and other major arterials in the project site which is considered to provide
5 adequate separation pursuant to guidance from the California Air
6 Resources Board. The project proposes residential development adjacent
7 to the Expressway and although development will be setback and
8 separated, where appropriate, from the Expressway with walls or other
9 buffering, there will be residences within 500 feet of the Ramona
10 Expressway. As noted above, the California Air Resources Board
11 guidance for siting new sensitive land uses to help reduce adverse air
12 quality impacts recommends a 500-foot buffer between sensitive land uses
13 and freeways or urban roads with 100,000 vehicles per day (i.e., Ramona
14 Expressway). The siting of residential uses within 500 feet of major
15 arterials and the Ramona Expressway is, however, a condition that occurs
16 throughout the County's General Plan, therefore, the project's siting of
17 residential uses is consistent with the County General Plan's siting of land
18 uses, despite this individual situation.

19 10.3 Accommodate the development of community centers and concentrations
20 of development to reduce reliance on the automobile and help improve air
21 quality. The Villages of Lakeview Specific Plan creates its own master-
22 planned consisting of medium high density, high density, and very high
23 density residential types, three proposed K-8 schools, mixed-use
24 commercial / residential, parks and open space that collectively may
25 contain the attributes that contribute to a community center. Accordingly,
26 The Villages of Lakeview will concentrate the densest residential
27 developments surrounding the proposed Mixed-Use Village thus reducing
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1 the reliance on automobiles. The Villages of Lakeview has been designed
2 to promote walkability, with extensive trails and pedestrian linkages
3 between residential areas, community areas and commercial areas.
4 Moreover, provisions for transit, biking and an electric vehicle charging
5 station at the public community center and/or commercial center are
6 included as part of the project to improve air quality and promote other
7 means of transportation.

8 10.4 Provide options to the automobile in communities, such as transit, bicycle
9 and pedestrian trails, to help improve air quality. The Villages of
10 Lakeview Specific Plan proposes sidewalks along all streets and as
11 extensive network of trails along most major roadways as a way to offer
12 pedestrian and bicycle “friendly” means of travel with the intent of
13 providing options to the use of the automobile for internal project area
14 travel as a way to help improve air quality.

15 11.1 Apply the following policies to areas where development is allowed and
16 that contain natural slopes, canyons, or other significant elevation changes,
17 regardless of land use designation:

18 c. Require that areas with slope be developed in a manner to minimize the
19 hazards from erosion and slope failures. The proposed project
20 development retains over 1,000 acres of open space in the Lakeview
21 Mountains, which has been found to have potential for rockfall hazards.
22 In addition, those areas proposed for development that have slopes will be
23 analyzed at the time of implementing development applications for
24 erosion and slope stability.

25 f. Encourage the limitation of grading, cut, and fill to the amount
26 necessary to provide stable areas for structural foundations, street rights-
27 of-way, parking facilities, and other intended uses. The Villages of
28

1 Lakeview has been designed to limit as much as possible the amount of
2 grading in the project area.

3 12.1 Provide land use arrangements that reduce reliance on the automobile and
4 improve opportunities for pedestrian, bicycle, and transit use in order to
5 minimize congestion and air pollution. The Villages of Lakeview Specific
6 Plan proposes high density residential development along a transportation
7 corridor and also proposes an area of mixed-use development combining
8 commercial and residential. Locating higher density development along
9 the Ramona Expressway (future CETAP Mid County Parkway) will
10 encourage bus transit connections to rail service which will help reduce
11 congestion and air pollution. This combination will improve opportunities
12 to rail service which will help reduce congestion and air pollution. This
13 combination will improve opportunities for pedestrian, bicycle, and transit
14 uses. The Specific Plan also proposes sidewalks along all streets and an
15 extensive network of trails along most major roadways as a way to offer
16 pedestrian and "bicycle-friendly" means of travel with the intent of
17 providing options to the use of the automobile for internal project area as a
18 way to help improve air quality. Provisions for transit, biking and an
19 electric vehicle charging station at the public community center and/or
20 commercial center are included as part of the project to improve air quality
21 and promote other means of transportation. The Villages of Lakeview will
22 also provide a transit center, including a bus stop and park-n-ride lot to
23 facilitate carpooling and/or use of public transportation. These design
24 elements within the project area will help to minimize roadway congestion
25 and air pollution.

26 12.2 Locate employment and service uses in areas that are easily accessible to
27 existing or planned transportation facilities. The Specific Plan is a
28

1 concentrated residential development that proposes commercial and
2 service uses near the Ramona Expressway, an urban arterial. The
3 Riverside Transit Agency (RTA) does not currently provide bus service in
4 this portion of Riverside County. The location of these employment and
5 service uses along the Ramona Expressway will encourage bus transit
6 connections to planned commuter rail service near the I-215. As
7 development occurs, bus access (bus stops) to the project site should be
8 provided. Pursuant to mitigation measure MM Air 8, The Villages of
9 Lakeview will provide a transit center, including a bus stop and park-n-
10 ride lot to facilitate carpooling and/or use of public transportation.

11 12.3 Locate transit stations in community centers and at places of public,
12 employment, entertainment, recreation, and residential concentrations.

13 The Villages of Lakeview Specific Plan is a concentrated residential
14 development that proposes some commercial and service uses near the
15 Ramona Expressway. The Riverside Transit Agency (RTA) does not
16 currently provide bus service in this portion of Riverside County. The
17 location of these employment and service uses along the Ramona
18 Expressway will encourage bus transit connections to planned commuter
19 rail service near the I-215. As development occurs, bus assess (bus stops)
20 to the project site should be provided. Pursuant to mitigation measure
21 MM Air 8, The Villages of Lakeview will provide a transit center,
22 including a bus stop and park-n-ride lot to facilitate carpooling and / or use
23 of public transportation. Proof of compliance will be required prior to the
24 issuance of the 2,632nd building permit.

25 12.4 Incorporate safe and direct multi-modal linkages in the design and
26 development of projects, as appropriate. The proposed project has been
27 designed to incorporate sidewalks for pedestrians along all roadways.
28

1 This system will provide the members of the community an alternate
2 method of travel in order to reduce residents' reliance on automobiles to
3 reach these destinations. Vehicular access to all portions of the project
4 site will be designed and developed in compliance with Riverside County
5 standards. An extensive system of trails for bikes and pedestrians
6 connects residential areas to local services and shopping, as well as to
7 regional trails and open space.

8 12.5 Allow traffic-calming elements, such as narrow streets, curb bulbs,
9 textured paving, and landscaping, where appropriate. Traffic-calming
10 elements such as street tapers and roundabouts are proposed within The
11 Villages of Lakeview Specific Plan. Landscaping will also be utilized as
12 an integral part of the internal roadways as a traffic-calming element.

13 12.6 Require that adequate and accessible circulation facilities exist to meet the
14 demands of a proposed land use. Implementation of mitigation measures
15 described in the Traffic Section of the EIR will ensure that demands of the
16 project circulation will be met.

17 13.1 Preserve and protect outstanding scenic vistas and visual features for the
18 enjoyment of the traveling public. Retention of the mountains as open
19 space avoids substantial damage to scenic resources for the traveling
20 public. The aesthetics section of the EIR evaluated potential impacts to
21 the scenic resources listed and determined that all potential significant
22 adverse impacts associated with the proposed project were found to be less
23 than significant without mitigation with the exception of the development
24 of the proposed tank(s) in the Lakeview Mountains. With implementation
25 of mitigation measures in the aesthetic section of the EIR, impacts to the
26 scenic highway from the tank(s) will be less than significant.

1 13.2 Incorporate riding, hiking, and bicycle trails and other compatible public
2 recreational facilities within scenic corridors. The project offers a local
3 trail network along the public right-of-way with potential connections to
4 the MWD aqueduct corridor. A minimum of four active parks containing
5 approximately 55 acres are included in The Villages of Lakeview Specific
6 Plan. Additionally, more than 50 acres of passive parks are located
7 adjacent to the San Jacinto Wildlife Area (SJWA) and the Lakeview
8 Mountains. An extensive trail system connects parks, open space and
9 community facilities.

10 13.3 Ensure that the design and appearance of new landscaping, structures,
11 equipment, signs, or grading within Designated and Eligible State and
12 County scenic highway corridors are compatible with the surrounding
13 scenic setting or environment. All buildings in The Villages of Lakeview
14 Specific Plan will utilize elements of architectural styles described in the
15 Specific Plan's Design Guidelines and will enhance the character of the
16 area. With sufficient buffering, landscaping, and separation from the
17 adjacent properties as described under previous policies, the project would
18 not degrade the character of the immediate area.

19 13.4 Maintain at least a 50-foot setback from the edge of the right-of-way for
20 new development adjacent to Designated and Eligible State and County
21 Scenic Highways. Retention of the mountains as open space avoids
22 substantial damage to scenic resources for the traveling public. The
23 aesthetics section of the EIR evaluated potential impacts to the scenic
24 resources listed and determined that all potential significant adverse
25 impacts associated with the proposed project were found to be less than
26 significant without mitigation with the exception of the development of
27 the proposed tank(s) in the Lakeview Mountains. With implementation of
28

1 mitigation measures in the aesthetic section of the EIR, impacts to the
2 scenic highway from the tank(s) will be less than significant.

3 13.5 Require new or relocated electric or communication distribution lines,
4 which would be visible from Designated and Eligible State and County
5 Scenic Highways, to be placed underground. The Public Facilities and
6 Phasing Requirements of the project requires any new electric or
7 communication facilities to be placed underground. There are existing
8 electrical and communication lines that are above ground, some of which
9 are too big to be placed under ground. Placing these existing lines are at
10 the discretion of the responsible agencies.

11 13.6 Prohibit offsite outdoor advertising displays that are visible from
12 Designated and Eligible State and County Scenic Highways. The zoning
13 ordinance for the project prohibits outdoor advertising displays.

14 13.7 Require that the size, height, and type of on-premise signs visible from
15 Designated and Eligible State and County Scenic Highways be the
16 minimum necessary for identification. The design, materials, color, and
17 location of the signs shall blend with the environment, utilizing natural
18 materials where possible. The Design Guidelines for the project addresses
19 size, height, and type of sign allowed for the project.

20 13.8 Avoid the blocking of public views by solid walls. The aesthetic section
21 of the EIR states that the project will avoid, where feasible, placing solid
22 walls to avoid blocking the public view.

23 16.1 Encourage retaining agriculturally designated lands where agricultural
24 activity can be sustained at an operational scale, where it accommodates
25 lifestyle choice, and in locations where impacts to and from potentially
26 incompatible uses, such as residential uses, are minimized, through
27 incentives such as tax credits. The Villages of Lakeview Specific Plan
28

1 would not retain the Agricultural (AG) designated lands within the project
2 area. The Lakeview/Nuevo Area Plan contains 2,031 acres of AG
3 designated land which is 7.3 percent of the all land comprising this Area
4 Plan. Within Riverside County, only the San Jacinto Valley Area Plan
5 designates a greater percentage of land to AG with 9.4 percent. The
6 majority of the Lakeview/Nuevo AG designated land is concentrated
7 along the northern boundary of the Lakeview area and separated from
8 other communities by dedicated conservation or park lands. The Villages
9 of Lakeview project designates development upon approximately 106
10 acres of AG land not covered by the CDO. A Community Development
11 Overlay exists over 714 acres of this AG land allowing this property to be
12 developed with a wide variety of land uses permitted under the
13 Community Development Foundation. The approximately 820 acres
14 represent 40 percent of all the AG designated land within the
15 Lakeview/Nuevo Area Plan. The project is consistent with the CDO and
16 CDF intent. The 106 acres of AG designated land will be converted to
17 CDF within the standard 2.5-year provision of 7% agriculturally
18 designated land conversions. The first 2½-Year Cycle commenced
19 January 1, 2004. The Ramona Expressway and the Lakeview Mountains
20 will separate most of the proposed residential development from the
21 remaining Agriculturally designated lands to the north. A 300-foot
22 setback between development and active agricultural uses is required as
23 mitigation within the EIR to provide better land use compatibility between
24 developed areas and areas still retained for agricultural operations. The
25 County of Riverside General Plan accounted for approximately 22,000
26 acres of land designated as Agriculture Foundation in the 2003 General
27 Plan in the western part of the County. This does not account for
28

1 subsequent annexations, incorporations, or policy areas. As of April 2008,
2 less than 100 acres of land designated as Agriculture Foundation had been
3 converted to other land use Foundation designations since the adoption of
4 the General Plan. This represents less than 1 percent over 4½ years. The
5 current Agricultural Foundation conversion cycle allowance for 1/1/09–
6 6/30/11 is approximately 4,500 acres of agricultural land because prior
7 cycles had such few acres converted. Therefore, even if the project were to
8 convert all approximately 800 acres during this cycle, it would be well
9 within the allowance. Based on the conversions that have already taken
10 place, the County has not exceeded the land that can be converted every
11 2½ years and the project will not exceed the limits established in this
12 General Plan process. Therefore, although agricultural land will be
13 converted to development, the project is consistent with the GP because
14 over 700 of the over 800 acres of existing agriculture that will be lost are
15 designated CDO, and because the conversion of the remaining
16 approximately 106 acres during the 2½-year 7% cycle is well below the
17 allotments set up as part of the GP, the project is consistent with the
18 General Plan.

19 16.2 Protect agricultural uses, including those with industrial characteristics
20 (dairies, poultry, hog farms, etc.) by discouraging inappropriate land
21 division in the immediate proximity and allowing only uses and intensities
22 that are compatible with agricultural uses. The Ramona Expressway and
23 the Lakeview Mountains will separate most of the prepared residential
24 development from the remaining Agriculturally designated land to the
25 north. To avoid potential land use compatibility impacts, a 300-foot
26 setback between development and agricultural uses is required as
27 mitigation within the EIR.

1 16.4 Encourage conservation of productive agricultural lands. Preserve prime
2 agricultural lands for high-value crop production. The Villages of
3 Lakeview Specific Plan and its related General Plan Amendment will
4 eliminate the AG designation within the project boundaries. Designated
5 Farmland is a resource based on soil types which is regulated by the
6 California Department of Conservation. The Department of Conservation
7 maintains maps identifying important farmland across the state. Based on
8 the maps for Western Riverside County, the project site is identified as
9 having Prime Farmland, Farmland of Statewide Importance, and Farmland
10 of Local Importance. Prime Farmland includes lands with the best
11 combination of physical and chemical features for the production of
12 agricultural crops, and encompass approximately 246 acres. Unique
13 Farmland includes 23 acres on-site. Farmland of Local Importance
14 encompasses approximately 839 acres, which includes a broad spectrum
15 of lands. Currently, there is approximately 250 acres of active
16 agriculturally productive lands, 89 acres of active egg production, and 150
17 acres active thoroughbred ranch. The proposed project does not
18 accommodate the preservation of these designated Farmlands, however,
19 some local agricultural uses may be allowed such as community and / or
20 demonstration gardens. Mitigation measures within Section 5.2 of the EIR
21 require agricultural easements on off-site lands within the area, setbacks
22 from some existing agriculture, and community gardens on-site.

23 16.6 Require consideration of State agricultural land classification
24 specifications when a 2 ½-year Agriculture Foundation amendment to the
25 General Plan is reviewed that would result in a shift from an agricultural
26 to a non-agricultural use. The Riverside County Board of Supervisors has
27 given permission for this project to proceed with a Foundation Component
28

1 Amendment to the Land Use Element of the General Plan. In addition,
2 714 acres of the areas within The Villages of Lakeview that are designated
3 for Agriculture also have a Community Development Overlay. This
4 means that the 2 1/2 -year Agricultural Foundation General Plan
5 Amendment cycle is applicable to approximately 106 acres of the project.

6 16.7 Adhere to Riverside County's Right-to-Farm Ordinance. Any tentative
7 residential subdivision that is within 300 feet of the agriculturally-zoned
8 properties to the north of the project site will provide notice to the future
9 landowners in accordance with Ordinance No. 625. To be consistent with
10 the ordinance, a 300-foot setback between development and active
11 agricultural uses is required as mitigation within the EIR.

12 17.1 Require that grading be designed to blend with undeveloped natural
13 contours of the site and avoid an unvaried, unnatural, or manufactured
14 appearance. The project area is relatively flat and will not encroach upon
15 the very steep hillsides. However, some Planning Areas of the Specific
16 Plan will require terraced grading. The specific plan Development
17 Standards require that grading within these areas provide slopes that avoid
18 an unvaried, unnatural, or manufactured appearance where the grading
19 intersects with the natural slopes.

20 17.2 Require that adequate and available circulation facilities, water resources,
21 sewer facilities and/or septic capacity exist to meet the demands of the
22 proposed land use. At the present time there are not adequate facilities
23 available to meet the needs of The Villages of Lakeview. However,
24 through County regulations and mitigation measures, which include the
25 payment of development impact fees, and the construction of utility
26 facilities, facilities can be constructed to meet the needs of the proposed
27 project. The EMWD Master Plan of Water, Sewer, and Recycled Water
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1 facilities identifies needed infrastructure which is evaluated in its
2 respective EIR (SCH No. 2007101043). The Water Source Assessment
3 for this project prepared by EMWD indicates that water resources are
4 available to serve the project.

5 17.3 Ensure that development does not adversely impact the open space and
6 rural character of the surrounding area. The Villages of Lakeview
7 Specific Plan ensures that development within the Lakeview Mountains
8 will be avoided by designating the entire area as Open Space.
9 Additionally, sensitive archeological sites and sensitive biological
10 resources within the open space will be preserved. The project includes
11 the development of a relatively high density residential development near
12 a rural community. Setbacks, trail easements, and trail heads will allow
13 for appropriate transitions to surrounding uses and compatibility issues
14 can be addressed to retain the rural character adjacent to the existing rural
15 areas through the implementation of the Lakeview/Nuevo Design
16 Guidelines. The intensity of the development will also place a greater
17 number of people within easy reach of open space. Over 1,000 acres of
18 open space will be preserved as part of the project. As part of the
19 management of the open space, limited recreational uses will be allowed
20 within this area (trails, horseback riding, etc) However, with the
21 introduction of over 30,000 people into this area, potential significant
22 indirect impacts to archeological resources within the project open space
23 will still remain. Therefore, because the project preserves important open
24 space and is designed to provide appropriate transitions to the rural
25 community this GP policy has been met and the Board actions will be
26 indicating that project is consistent with the General Plan, if approved.
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1 17.4 Encourage clustered development where appropriate on lots smaller than
2 the underlying land use designation would allow. While lot sizes may
3 vary, the overall project density must not exceed that of the underlying
4 land use designation unless associated with an incentive program. The
5 Villages of Lakeview Specific Plan is a clustered residential development,
6 concentrating on higher density development on the flatter areas, while
7 preserving over 1,000 acres of open space. However, the Riverside
8 County General Plan will be amended to reflect this project. Accordingly,
9 the Riverside County Board of Supervisors granted this project permission
10 to proceed with a Foundation Component general plan amendment.

11 17.5 Encourage parcel consolidation. The master developer for The Villages of
12 Lakeview has assembled over 147 parcels through over 18 transactions to
13 form the project site. This consolidation of parcels under one control
14 offers the ability to preserve over 1,000 acres of open space as envisioned
15 by the MSHCP and will provide funding such that the CETAP corridor
16 may be constructed more quickly than if scattered ownerships had
17 developed over time.

18 18.1 Require that structures be designed to maintain the environmental
19 character in which they are located. There will be few or no structures
20 within the areas of the Specific Plan designated as Open Space. Tanks for
21 water storage will be sited within the hills surrounded by Open Space.
22 These structures are required by mitigation measures to be screened to
23 minimize visual impacts.

24 22.1 Accommodate the development of single- and multi-family residential
25 units in areas appropriately designated by the General Plan and area plan
26 land use maps. The proposed project provides a range of densities that
27 will allow for both single- and multi-family residences to be built within
28

1 the specific plan area which is consistent with the General Plan vision and
2 the Community Development Foundation.

3 22.2 Accommodate higher density residential development near community
4 centers, transportation centers, employment, and services areas. The
5 Villages of Lakeview Specific Plan has a new proposed Mixed Use Town
6 Center area, which is intended to reflect Riverside County's Community
7 Center land use designation. In effect, it is creating a new community
8 center in the Lakeview/Nuevo Area Plan. Within the proposed Mixed Use
9 Village, uses such as commercial uses and transportation nodes will occur.
10 The Villages of Lakeview proposes higher density residential uses near the
11 Mixed Use Town Center, thereby complying with the intent of the policy,
12 albeit with a new Community Center.

13 22.3 Require that adequate and available circulation facilities, water resources,
14 and sewer facilities exist to meet the demands of the proposed residential
15 land use. At the present time there are not adequate facilities available to
16 meet the needs of The Villages of Lakeview. However, through County
17 regulations and mitigation measures, which include the payment of
18 development impact fees, and the construction of utility facilities, facilities
19 can be constructed to meet the needs of the proposed project. The EMWD
20 Master Plan of Water, Sewer, and Recycled Water facilities identifies
21 needed infrastructure which is evaluated in its respective EIR (SCH No.
22 2007101043). The Water Source Assessment for this project prepared by
23 EMWD indicates that water resources are available to serve the project.

24 22.4 Accommodate the development of a variety of housing types, styles and
25 densities that are accessible to and meet the needs of a range of lifestyles,
26 physical abilities, and income levels. The Villages of Lakeview Specific
27 Plan consists of medium high (5-8 du/acre), high density (8 to 14 du/acre),
28

1 and very high density (14 to 20 du/acre) residential uses. In addition, the
2 Mixed Use Town Center will allow for the integration of commercial and
3 residential uses. It is intended that the Specific Plan, through the various
4 residential densities, will cater to a range of lifestyles, physical abilities,
5 and income levels. Some areas are planned for active adult living.

6 22.5 Integrate a continuous network of parks, plazas, public squares, bicycle
7 trails, transit systems, and pedestrian paths to provide both connections
8 within each community and linkages with surrounding features and
9 communities. The project offers a trail network along the public right-of-
10 way with potential connections to a regional trail network and access
11 opportunities along the four-mile MWD aqueduct corridor. A minimum
12 of four active parks containing approximately 55 acres are included in The
13 Villages of Lakeview Specific Plan. Additionally, more than 50 acres of
14 passive parks are located adjacent to the San Jacinto Wildlife Area
15 (SJWA) and the Lakeview Mountains. An extensive trail system connects
16 parks, open space, and community facilities. Landscaped streets include
17 sidewalks for pedestrian access. The residential community will have
18 access to sidewalks and on-street bike lanes within the greater area of
19 Lakeview/Nuevo.

20 22.6 Require setbacks and other design elements to buffer residential units to
21 the extent possible from the impacts of abutting agricultural, roadway,
22 commercial, and industrial uses. The boundaries between the intermixed
23 residential and commercial uses and the surrounding residential areas shall
24 be designed to provide an appropriate buffer between these uses which
25 will address potential aesthetic, noise, and traffic impacts. County policy
26 requires a 50-foot setback from all eligible scenic highways which will
27 apply to the Ramona Expressway. As mitigation within the EIR and in
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1 concert within Ordinance NO. 625, a 300-foot setback is required between
2 active agriculture and project development. Planning Area 26 includes a
3 large storm drain channel and landscaping which will serve to buffer
4 project development from the existing Nutrilite plant.

5 22.7 Allow for reduced street widths to minimize the influence of the
6 automobile and improve the character of a neighborhood, in accordance
7 with the Riverside County Fire Department. It is intended that the higher
8 density residential portions of the specific plan may have narrow private
9 streets, the widths of which will be determined in coordination with
10 County Transportation Department and the California Department of
11 Forestry, which acts as the Riverside County Fire Department. The
12 specific plan includes reduced street sections and roundabouts which meet
13 the intent of this policy.

14 22.8 Establish activity centers within or near residential neighborhoods that
15 contain services such as child or adult-care, recreation, public meeting
16 rooms, convenience commercial uses, or similar facilities. The Villages of
17 Lakeview specific plan includes a large area designated as a Mixed-Use
18 Town Center which will include commercial and residential development.
19 It is foreseeable that the development of this area will include services as
20 desired in this policy. In addition, the Resort Village and Central Park in
21 Planning Area 39, in addition to smaller neighborhood centers, will
22 include "Park Houses" and / or other amenities and services such as those
23 identified in this policy.

24 22.9 Require residential projects to be designed to maximize integration with
25 and connectivity to nearby community centers, rural villages, and
26 neighborhood centers. The project includes a mixed – use neighborhood /
27 commercial center that would be well-integrated into the residential area.
28

1 Additionally, there are internal trails and roadway that will connect the
2 project site to the surrounding community.

3 22.10 Require that residential units/projects be designed to consider their
4 surroundings and to visually enhance, not degrade, the character of the
5 immediate area. All buildings in The Villages of Lakeview specific plan
6 will utilize elements of architectural styles described in the Specific Plan's
7 Design Guidelines and will enhance the character of the area. With
8 sufficient buffering, landscaping, and separation from the adjacent
9 properties as described under previous policies, the project would not
10 degrade the character of the immediate area.

11 25.3 Require that new public facilities protect sensitive uses, such as schools
12 and residences, from the impacts of noise, light, fumes, odors, vehicular
13 traffic, parking, and operational hazards. The area designated as public
14 facilities within The Villages of Lakeview specific plan are facilities
15 operated by Metropolitan Water District, County Flood Control, and/ or
16 EMWD. Implementing projects may require public facilities in the future,
17 such as drainage facilities. Those facilities will be designed to have
18 minimal impact to the surrounding land uses, and thus will comply with
19 this policy. Construction and operations of currently anticipated major
20 facilities have been evaluated in the EIR and the EMWD Master Plan of
21 Water, Sewer, and Recycled Water EIR (SCH No. 2007101043).

22 25.4 Require that adequate and available circulation facilities, water resources,
23 and sewer facilities exist to meet the demands of the proposed land use.
24 At the present time there are not adequate facilities available to meet the
25 needs of The Villages of Lakeview. However, through County regulations
26 and mitigation measures, which include the payment of development
27 impact fees, and the construction of utility facilities, facilities can be
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1 constructed to meet the needs of the proposed project. The EMWD
2 Master Plan of Water, Sewer, and Recycled Water facilities identifies
3 needed infrastructure which is evaluated in its respective EIR (SCH No.
4 2007101043). The Water Source Assessment for this project prepared by
5 EMWD indicates that water resources are available to serve the project.

6 E. Noise Element Policies

7 1.2 Guide noise-tolerant land uses into areas irrevocably committed to land
8 uses that are noise-producing, such as transportation corridors or within
9 the projected noise contours of any adjacent airports. The project places
10 residential land uses in with commercial land uses, and also places
11 sensitive land uses next to Ramona Expressway, a major transportation
12 corridor, therefore the project is not consistent with this policy. On face
13 value, this is the case, however, County policy, and project Development
14 Standards and mitigation measures require that roadway noise be
15 mitigated to less than significant levels through construction of sound
16 barriers and/or modifications to building construction. The project is not
17 affected by airport noise. Thus, with adherence to County policy, and
18 project Development Standards and mitigation measures, the project will
19 be consistent with this policy as the project is implemented.

20 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on
21 the residents, employees, visitors, and noise-sensitive uses of Riverside
22 County. The project will mitigate adverse impacts of excessive noise to
23 residents, employees, visitors, and noise sensitive uses of Riverside
24 County. After finalized information regarding road elevations and pad
25 heights become available, a subsequent acoustical study will be performed
26 to assess the necessary height of noise barriers to obtain appropriate noise
27 standard levels for sensitive receptors and commercial land uses. To
28

1 retain visibility and access, setbacks, berms, and walls may be used to
2 achieve acceptable levels.

3 4.2 Develop measures to control non-transportation noise impacts. The exact
4 type of retail/commercial uses that will be occupying the commercial land
5 is unknown at this time, therefore, the types of noise generated by the on-
6 site businesses cannot be determined. However, final site, grading, and
7 architectural plans must be submitted for an acoustical plan check prior to
8 the issuance of building permits in order to verify all of the required
9 mitigation and specify any changes caused by plan revisions.

10 4.3 Ensure any use determined to be a potential generator of significant
11 stationary noise impacts be properly analyzed, and ensure that the
12 recommended mitigation measures are implemented. The exact type of
13 retail / commercial uses that will be occupying the commercial land is
14 unknown at this time, therefore, the types of noise generated by the on-site
15 businesses cannot be determined. However, final site, grading, and
16 architectural plans must be submitted for an acoustical plan check prior to
17 the issuance of building permits in order to verify all of the required
18 mitigation and specify any changes caused by plan revisions.

19 8.3 Require development that generates increased traffic and subsequent
20 increases in the ambient noise level adjacent to noise-sensitive land uses to
21 provide for appropriate mitigation measures. The project will mitigate
22 adverse impacts of excessive noise to residents, employees, visitors, and
23 noise sensitive uses of Riverside County. After finalized information
24 regarding road elevations and pad heights become available, a subsequent
25 acoustical study will be performed to assess the necessary height of noise
26 barriers to obtain appropriate noise standard levels for sensitive receptors
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1 and commercial land uses. To retain visibility and access, setbacks,
2 berms, and walls may be used to achieve acceptable levels.

3 11.1 Utilize natural barriers such as hills, berms, boulders, and dense vegetation
4 to assist in noise reduction. The Design Guidelines of this Specific Plan
5 will provide for the buffering methods which do utilize natural barriers.

6 12.1 Minimize the impacts of construction noise on adjacent uses within
7 acceptable practices. The project will be subject to Riverside County
8 Ordinance No. 457, which regulates construction practices; and Riverside
9 County Ordinance No. 847, which regulates noise.

10 12.2 Ensure that construction activities are regulated to establish hours of
11 operation in order to prevent and/or mitigate the generation of excessive or
12 adverse noise impacts on surrounding areas. The project will be subject to
13 Riverside County Ordinance No. 457, which regulates construction
14 practices; and Riverside County Ordinance No. 847, which regulates
15 noise.

16 12.4 Require that all construction equipment utilizes noise reduction features
17 (e.g. mufflers and engine shrouds) that are no less effective than those
18 originally installed by the manufacturer. The mitigation measures of the
19 noise section of the EIR require that all construction equipment shall be
20 required to minimize noise from construction activities. Equipment
21 mufflers shall be maintained in proper operating order. All equipment
22 shall be operated in the quietest manner feasible. The contractor will be
23 required to comply with local noise control ordinances.

24 14.1 Minimize the potential adverse noise impacts associated with the
25 development of mixed-use structures where residential units are located
26 above or adjacent to commercial uses. The exact type of retail /
27 commercial uses that will be occupying the commercial land is unknown
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1 at this time, therefore, the types of noise generated by the on-site
2 businesses cannot be determined. However, final site, grading, and
3 architectural plans must be submitted for an acoustical plan check prior to
4 the issuance of building permits in order to verify all of the required
5 mitigation and specify any changes caused by plan revisions.

6 14.2 Require that commercial and residential mixed-use structures minimize
7 the transfer or transmission of noise and vibration from the commercial
8 land use to the residential land use. The exact type of retail / commercial
9 uses that will be occupying the commercial land is unknown at this time,
10 therefore, the types of noise generated by the on-site businesses cannot be
11 determined. However, final site, grading, and architectural plans must be
12 submitted for an acoustical plan check prior to the issuance of building
13 permits in order to verify all of the required mitigation and specify any
14 changes caused by plan revisions.

15 14.3 Minimize the generation of excessive noise level impacts from
16 entertainment and restaurant/bar establishments into adjacent residential or
17 noise-sensitive uses. The exact type of retail / commercial uses that will
18 be occupying the commercial land is unknown at this time, therefore, the
19 types of noise generated by the on-site businesses cannot be determined.
20 However, final site, grading, and architectural plans must be submitted for
21 an acoustical plan check prior to the issuance of building permits in order
22 to verify all of the required mitigation and specify any changes caused by
23 plan revisions.

24 F. Open Space Element Policies

25 1.1 Balance consideration of water supply requirements between urban,
26 agricultural, and environmental needs so that sufficient supply is available
27 to meet each of these different demands. Eastern Municipal Water District
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1 has prepared a Water Supply Assessment which determined that the
2 District will have adequate water to supply the proposed project and its
3 various uses.

4 2.1 Encourage the installation of water-conserving systems such as dry wells
5 and graywater systems, where feasible, especially in new developments.
6 The installation of cisterns or infiltrators shall also be encouraged to
7 capture rainwater from roofs for irrigation in the dry season and flood
8 control during heavy storms. The project will include a water quality
9 basin that will treat all on-site runoff. The basin and other water quality
10 swales will be landscaped to help percolate runoff as well as help recharge
11 the groundwater basin.

12 2.2 Where feasible, decrease stormwater runoff by reducing pavement in
13 development areas, and by design practices such as permeable parking
14 bays and porous parking lots with bermed storage areas for rainwater
15 detention. The project will include a water quality basin that will treat all
16 on-site runoff. The basin and other water quality swales will be
17 landscaped to help percolate runoff as well as help recharge the
18 groundwater basin.

19 2.3 Encourage native, drought-resistant landscape planting. The Villages of
20 Lakeview Specific Plan's conceptual landscape plan requires the
21 implementation of water conservation measures such as the use of drought
22 tolerant plants, grouping plants with similar irrigation improvements, use
23 of mulch, and water efficient irrigation systems consistent with County
24 Ordinance No. 859.

25 2.4 Support and engage in educational outreach programs with other agencies
26 that promote water conservation and wide-spread use of water-saving
27 technologies. The Villages of Lakeview Specific Plan requires that a
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1 homeowner association shall be established for the specific plan area. The
2 homeowners association will enforce any property and landscaping
3 maintenance requirements established by the association and as
4 appropriate will provide homeowners with information regarding
5 maintenance methods. Ongoing educational programs including property
6 maintenance methods are a part of The Villages of Lakeview Community.

7 4.5 Retain storm water at or near the site of generation for percolation into the
8 groundwater to conserve it for future uses and to mitigate adjacent
9 flooding. The project will include a water quality basin that will treat all
10 on-site runoff. The basin and other water quality swales will be
11 landscaped to help percolate runoff as well as help recharge the
12 groundwater basin.

13 5.3 Based upon site, specific study, all development shall be set back from the
14 floodway boundary a distance adequate to address the following issues: a.
15 public safety; b. erosion; c. riparian or wetland buffer; d. wildlife
16 movement corridor or linkage; and e. slopes. Implementing projects
17 within the proposed Specific Plan will comply with the Flood and
18 Inundation section of the General Plan Safety Element. Upon completion,
19 the entirety of development of the Villages of Lakeview is outside of any
20 Flood Hazard areas.

21 5.4 Consider designating floodway setbacks for greenways, trails, and
22 recreation opportunities on a case-by-case basis. The portion of The
23 Villages of Lakeview that is located north of Ramona Expressway is
24 located within a 100-year floodplain limit. Although the floodplain limits
25 will be modified by the construction of the project, the areas of the
26 floodplain that remain in the Specific Plan are dedicated for greenways,
27 trails, parks, and other recreational uses.
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1 11.3 Permit and encourage the use of passive solar devices and other state-of-
2 the-art energy resources. The Lakeview Green Design Program included
3 in The Villages of Lakeview contains a section titled Green Building
4 Development Standards, which requires various methods of energy
5 savings through technology.

6 16.1 Continue to implement Title 24 of the State Building Code. Establish
7 mechanisms and incentives to encourage architects and builders to exceed
8 the energy efficiency standards of Title 24. As stated in Section B.12.b of
9 The Villages of Lakeview Specific Plan, it is the goal for all homes and
10 businesses to exceed Title 24 standards by 15%.

11 16.2 Specify energy efficient materials and systems, including shade design
12 technologies, for County buildings. Although it is not specifically planned
13 at this point, it is intended that any potential future County buildings (such
14 as libraries) will be located within Planning Area 39. At the time of the
15 development of that planning area, the County will ensure compliance
16 with this policy.

17 16.3 Implement public transportation systems that utilize alternative fuels when
18 possible, as well as associated urban design measures that support
19 alternatives to private automobile use. The Villages of Lakeview is
20 establishing a Town Center Village, which is intended to emulate
21 Riverside County's Community Center land use designation. In general
22 terms, the most dense residential planning areas of the project are located
23 in close proximity to the Town Center Village. Additionally, the Town
24 Center Village has the potential for a greater residential density than the
25 rest of the specific plan. Although explicit plans for mass transit are not a
26 part of this project, the higher densities proposed will facilitate the need
27 for transit-oriented development. The project includes a trail system. This
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1 system will include a combination of greenbelts with linkages and
2 sidewalks located adjacent to roads and within roadway paseos. It will
3 incorporate trails for pedestrians, bicyclists, and equestrians in the form of
4 an integrated system of hard- and soft-surface trails. The trail system will
5 promote non-vehicular access to on-site recreational areas as well as to the
6 elementary schools and the Town Center Village.

7 16.5 Utilize federal, state, and utility company programs that encourage energy
8 conservation. It is one of the stated goals of The Villages of Lakeview to
9 exceed Title 24 standards by 15%. The project will also encourage the use
10 of conservation programs through SCE Customer Technology Application
11 Center. As discussed in the Lakeview Green Design program of the
12 Specific Plan, future homeowners within the project will be required to
13 install Energy Star-related model appliances.

14 16.7 Promote purchasing of energy-efficient equipment based on a fair return
15 on investment, and use energy-savings estimates as one basis for
16 purchasing decisions for major energy-using devices. To reduce further
17 energy demand, the proposed project will implement conservation
18 programs available through SCE Customer Technology Application
19 Center (CTAC). As discussed in the Lakeview Green Design program of
20 the Specific Plan, future homeowners within the project will be required to
21 install Energy Star-related model appliances.

22 16.8 Promote coordination of new public facilities with mass transit service and
23 other alternative transportation services, including bicycles, and design
24 structures to enhance mass transit, bicycle, and pedestrian use. The
25 Villages of Lakeview's higher densities will be developed along Ramona
26 Expressway, which is a major transportation corridor that could encourage
27 the development of future bus routes to the area. A multi-purpose trail
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1 system is provided along the side of several roadway categories. All
2 levels of street hierarchy include a sidewalk and/or multi-purpose trail to
3 facilitate pedestrian travel. Potential new public facilities will be located
4 either in the Town Center Village, or along alternative transportation
5 corridors, or both.

6 16.9 Encourage increased use of passive, solar design and day-lighting in
7 existing and new structures. The development standards for The Villages
8 of Lakeview Specific Plan encourage passive solar design and day-
9 lighting for new structures.

10 19.2 Review all proposed development for the possibility of archaeological
11 sensitivity. Section 5.5 of the EIR analyzed potential impacts to
12 archeological resources. The EIR incorporated mitigation measures
13 within the cultural resources section that reduce impacts to archeological
14 sites and resources.

15 19.3 Employ procedures to protect the confidentiality and prevent inappropriate
16 public exposure of sensitive archaeological resources when soliciting the
17 assistance of public and volunteer organizations. Section 5.5 of the EIR
18 analyzed potential impacts to archeological resources. The EIR
19 incorporated mitigation measures within the cultural resources section that
20 reduce impacts to archeological sites and resources.

21 19.4 Require a Native American Statement as part of the environmental review
22 process on development projects with identified cultural resources. The
23 EIR incorporates mitigation measures within the cultural resources
24 section, which require a Cultural Resource Management Plan (CRMP) be
25 prepared by the project proponent in consultation with Native American
26 tribes, and reviewed and approved by the County, as well as the U.S.
27 Army Corps of Engineers if it involves any resources within the Area of
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1 Potential Effects (APE) for any Clean Water Act Section 404 permit
2 undertakings. The CRMP shall include an implementation schedule to
3 ensure that all required measures occur prior to potential impacts. Many
4 sites will require Phase II testing as part of the preparation of the CRMP,
5 which in turn will include a data recovery plan for significant sites that
6 cannot be avoided.

7 19.5 Transmit significant development proposals to the History Division of the
8 Riverside County Regional Park and Open-Space District for evaluation in
9 relation to the destruction/preservation of potential historical sites. Prior to
10 approval of any development proposal, feasible mitigation shall be
11 incorporated into the design of the project and its conditions of approval.

12 The EIR incorporates mitigation measures within the cultural resources
13 section, which require a Cultural Resource Management Plan (CRMP) be
14 prepared by the project proponent in consultation with Native American
15 tribes, and reviewed and approved by the County, as well as the U.S.
16 Army Corps of Engineers if it involves any resources within the Area of
17 Potential Effects (APE) for any Clean Water Act Section 404 permit
18 undertakings. The CRMP shall include an implementation schedule to
19 ensure that all required measures occur prior to potential impacts,

20 19.8 Whenever existing information indicates that a site proposed for
21 development may contain biological, paleontological, or other scientific
22 resources, a report shall be filed stating the extent and potential
23 significance of the resources that may exist within the proposed
24 development and appropriate measures through which the impacts of
25 development may be mitigated. Cultural and paleontological assessments
26 have been performed for this project and are discussed in Section 5.5 of the
27 EIR which includes mitigation measures to lessen potential impacts.
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1 19.9 This policy requires that when existing information indicates that a site
2 proposed for development may contain paleontological resources, a
3 paleontologist shall monitor site grading activities, with the authority to
4 halt grading to collect uncovered paleontological resources, curate any
5 resources collected with an appropriate repository, and file a report with
6 the Planning Department documenting any paleontological resources that
7 are found during the course of site grading. Section 5.5 of the EIR
8 includes mitigation measures which call for paleontological monitoring
9 within areas identified as potentially significant and includes measures
10 should inadvertent discoveries be made.

11 19.10 Transmit significant development applications subject to CEQA to the San
12 Bernardino County Museum for review, comment, and/or preparation of
13 recommended conditions of approval with regard to paleontological
14 resources. Section 5.5 of the EIR includes mitigation measures which call
15 for paleontological monitoring within areas identified as potentially
16 significant and includes measures should inadvertent discoveries be made.

17 20.4 Provide for the needs of all people in the system of County recreation sites
18 and facilities, regardless of their socioeconomic status, ethnicity, physical
19 capabilities or age. The proposed project includes the construction of
20 many types of trail systems, open space areas, active parks, and passive
21 parks available to the general public. The recreation plan is provided to
22 the community as a whole and does not discriminate by socioeconomic
23 status, ethnicity, physical capabilities or age.

24 20.5 Require that development of recreation facilities occurs concurrent with
25 other development in an area. Recreational facilities will be built to
26 satisfy the population demand of the proposed project, as referenced in the
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1 Open Space, Conservation, and Recreation Plan of The Villages of
2 Lakeview.

3 20.6 Require new development to provide implementation strategies for the
4 funding of both active and passive parks and recreational sites. The
5 project will provide adequate amounts of active parks and passive parks
6 by design. If it is determined that park acreages are insufficient, fees will
7 be paid in accordance with the Open Space, Conservation, and Recreation
8 Plan of The Villages of Lakeview.

9 21.1 Identify and conserve the skylines, view corridors, and outstanding scenic
10 vistas within Riverside County. Retention of the mountains as open space
11 avoids substantial damage to scenic resources for the traveling public.
12 The aesthetics section of the EIR evaluated potential impacts to the scenic
13 resources listed and determined that all potential significant adverse
14 impacts associated with the proposed project were found to be less than
15 significant without mitigation with the exception of the development of
16 the proposed tank(s) in the Lakeview Mountains. With implementation of
17 mitigation measures located within the aesthetic section of the EIR,
18 impacts to the scenic highway from the tank(s) will be less than
19 significant.

20 22.1 Design developments within designated scenic highway corridors to
21 balance the objectives of maintaining scenic resources with
22 accommodating compatible land uses. The development of The Villages
23 of Lakeview proposed adjacent to the Ramona Expressway will be setback
24 50-feet to meet County policy. The aesthetics section of the EIR evaluated
25 potential impacts to the scenic resources listed and determined that all
26 potential significant adverse impacts associated with the proposed project
27 were found to be less than significant without mitigation with the
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1 exception of the development of the proposed tank(s) in the Lakeview
2 Mountains. With implementation of mitigation measures located within
3 the aesthetic section of the EIR, impacts to the scenic highway from the
4 tank(s) will be less than significant. Retention of the mountains as open
5 space avoids substantial damage to scenic resources on site.

6 22.3 Encourage joint efforts among federal, state, and County agencies, and
7 citizen groups to ensure compatible development within scenic corridors.

8 The Villages of Lakeview has developed a collaborative working
9 relationship to various governmental agencies with regards to addressing
10 scenic corridors and other aesthetic resources. In particular, the
11 proponents of The Villages of Lakeview have been working with the
12 Riverside County Transportation Department and Planning Department
13 with regards to protecting the scenic nature of Ramona Expressway, which
14 is designated a County Eligible Scenic Highway.

15 22.4 Impose conditions on development within scenic highway corridors
16 requiring dedication of scenic easements consistent with the Scenic
17 Highways Plan, when it is necessary to preserve unique or special visual

18 features. Ramona Expressway is a County Eligible Scenic Highway, and
19 thus is not subject to the State Highways Plan. However, the aesthetics
20 section of the EIR evaluated potential impacts to Ramona Expressway and
21 found that those impacts are less than significant.

22 22.5 Utilize contour grading and slope rounding to gradually transition graded
23 road slopes into a natural configuration consistent with the topography of
24 the areas within scenic highway corridors. The project area is relatively

25 flat and will not encroach upon the steep hillsides. However, some
26 Planning Areas of the Specific Plan will require terraced grading. The
27 Specific Plan development Plans and Standards require that grading within
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1 these areas provide slopes that avoid an unvaried, unnatural, or
2 manufactured appearance where the grading intersects with natural slopes.

3 G. Population / Housing Element Policies

4 1.2 Ensure the availability of the Suitable sites for the development of
5 affordable housing to meet the needs of all household income levels,
6 including farm workers and other special needs population. The Villages
7 of Lakeview Specific Plan consists of medium high (5-8 du/ac), high
8 density (8 to 14 du/ac), and very high density (14 to 20 du/ac) residential
9 uses. In addition, the Mixed Use Town Center will allow for the
10 integration of commercial and residential uses. It is intended that the
11 Specific Plan, through the various residential densities, will cater to a
12 range of lifestyles, physical abilities, and income levels. Two hundred
13 fifty units are planned for affordable senior housing.

14 1.7 Encourage innovative housing, site plan design and construction
15 techniques to promote new affordable housing by the private sector. The
16 Villages of Lakeview Specific Plan consists of medium high (5-8 du/ac),
17 high density (8 to 14 du/ac), and very high density (14 to 20 du/ac)
18 residential uses. In addition, the Mixed Use Town Center will allow for
19 the integration of commercial and residential uses. It is intended that the
20 Specific Plan, through the various residential densities, will cater to a
21 range of lifestyles, physical abilities, and income levels. Some areas are
22 planned for adult living (seniors).

23 a. Continue to provide for greater flexibility in the design of single
24 family development through the processing of PDs, Specific Plans,
25 and Area Plans, and applications of density bonus provisions,
26 when requested, to allow for varying lot sizes and development
27 standards than normally required in residential districts. The
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1 Villages of Lakeview is a Specific Plan which allows for a greater
2 degree of flexibility in lot sizes, density bonuses, and housing
3 product types than is the historical norm in Riverside County.

- 4 b. Encourage new large scale development proposals to provide a
5 range of housing types and densities for all income levels through
6 the use of creative planning concepts as specific plans and mixed-
7 use development. The Villages of Lakeview is a large-scale
8 specific plan which introduces a wide variety of housing types, lot
9 sizes, and densities. The Town Center Village is designated as
10 "Mixed Use" in the specific plan, which is meant to emulate the
11 "Community Center" designation in the Riverside County General
12 Plan. The Administrative Section of the specific plan allows for
13 flexibility in product type, lot size, and densities.

- 14 5.1 Encourage the use of energy conservation features in residential
15 construction and remodeling. Passive energy techniques will occur within
16 the proposed project, including orientation of buildings, planting trees to
17 take advantage of sun and adequate roof overhangs. Active energy
18 efficiency measures will be addressed and required in Title 24 for such
19 methods as proper wall and ceiling insulation.

20 H. Safety Element Policies

- 21 2.5 Require that engineered slopes be designed to resist seismically-induced
22 failure. For lower-risk projects, slope design could be based on pseudo-
23 static stability analyses using soil engineering parameters that are
24 established on a site-specific basis. For higher-risk projects, the stability
25 analyses should factor in the intensity of expected ground shaking, using a
26 Newmark-type deformation analysis. The project will comply with
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1 Ordinance No. 457, which requires that manufactured slopes are
2 designated to be seismically safe.

3 3.5 During permit review, identify and encourage mitigation of onsite and
4 offsite slope instability, debris flow, and erosion hazards on lots
5 undergoing substantial improvements. During the review of implementing
6 applications (residential subdivisions, use permits, etc) of The Villages of
7 Lakeview Specific Plan, these geological issues will be analyzed and
8 addressed on an as-needed basis.

9 4.1 For new construction and proposals for substantial improvements to
10 residential and nonresidential development within 100-year floodplains as
11 mapped by FEMA or as determined by site specific hydrologic studies for
12 areas not mapped by FEMA, the County shall apply a minimum level of
13 acceptable risk; and disapprove projects that cannot mitigate the hazard to
14 the satisfaction of the Building Official or other responsible agency.
15 Implementing projects within the proposed Specific Plan will comply with
16 the Flood and Inundation section of the General Plan Safety Element. Do
17 development is proposed within the San Jacinto River floodplain.

18 4.8 Allow development within the floodway fringe, if the proposed structures
19 can be adequately flood-proofed and will not contribute to property
20 damage or risks to public safety. Upon completion of the construction of
21 the project, there will be no development within the floodplains for human
22 habitation.

23 4.9 Within the floodway fringe of a floodplain as mapped by FEMA or as
24 determined by site specific hydrologic studies for areas not mapped by
25 FEMA, require development to be capable of withstanding flooding and to
26 minimize use of fill. However, some development may be compatible
27 within flood plains and floodways, as may some other land uses. In such
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1 cases, flood proofing would not be required. Compatible uses shall not,
2 however, obstruct flows or adversely affect upstream or downstream
3 properties with increased velocities, erosion backwater effects, or
4 concentrations of flows. As discussed in the Drainage Plan section of the
5 Specific Plan, the project will not exceed historical flows leaving its
6 northern boundary. In order to keep post-project peak runoff from
7 increasing due to development two large detention basins (one of this is
8 considered to be a water quality basin) will capture on-site flows and
9 release them at slower rates more consistent with pre-project peak runoff.
10 One proposed basin is located centrally in the project site, along with
11 proposed Town Center Boulevard, adjacent to the MWD aqueduct, the
12 primary purpose of this basin is peak flow attenuation; the other is located
13 north of Ramona Expressway within the 100-year flood plain limits and is
14 designed to capture and treat the majority of the project site stormwater
15 flows (Regional Basin).

16 4.10 Require all proposed projects anywhere in the County to address and
17 mitigate any adverse impacts that it may have on the carrying capacity of
18 local and regional storm drain systems. The project will include a Master
19 Drainage Plan to address all carrying capacity of local and regional storm
20 drains.

21 4.18 Require that the design and upgrade of street storm drains be based on the
22 depth of inundation, relative risk to public health and safety, the potential
23 for hindrance of emergency access and regress from excessive flood
24 depth, and the threat of contamination of the storm drain system with
25 sewage effluent. In general, the 10-year flood flows shall be contained
26 within the top of curbs and the 100-year flood flows within the street
27 right-of-way. The project will utilize streets, underground storm drains,
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1 open channels, debris basins, and detention basins to collect the on-site
2 and off-site storm water, and convey it through the project and into the
3 San Jacinto River floodplain area. Facilities will be required to
4 accommodate developed 100-year storm runoff through the project. The
5 backbone drainage plan facilities are designed to protect habitable
6 dwelling units from flooding.

7 6.1a. Comply with federal and state laws pertaining to the management of
8 hazardous wastes and materials. The project will be in compliance with
9 existing regulations such as the South Coast Air Quality Management
10 District Rules and Regulations pertaining to asbestos, Department of
11 Transportation (DOT) office of Hazardous Materials Safety regulations,
12 and Titles 8, 22, and 26 of the California Code of Regulations, would
13 ensure that the public would not be exposed to any unusual or excessive
14 risks related to hazardous materials.

15 7.1 Continually strengthen the Multi-Hazard Functional Plan and maintain
16 mutual aid agreements with federal, state, local agencies and the private
17 sector to assist in: a. clearance of debris in the event of widespread slope
18 failures, collapsed buildings or structures, or other circumstances that
19 could result in blocking emergency access or regress; b. heavy search and
20 rescue; c. fire suppression; d. hazardous materials response; e. temporary
21 shelter; f. geologic and engineering needs; g. traffic and crowd control;
22 and h. building inspection. Surrounding cities, including the City of
23 Perris, the City of San Jacinto, along with the unincorporated Riverside
24 County areas are contracted with the Riverside County Fire Department,
25 and California Department of Forestry and Fire Protection for emergency
26 response. Emergency response and emergency evacuations are regulated
27 under one agency in the project area and surrounding areas. Therefore
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1 project development will not interfere with existing emergency response
2 and evacuation, but will be consistent with the existing system because the
3 same agency regulates all of the surrounding areas.

4 7.7b. Require mitigation measures to reduce potential damage caused by ground
5 failure for sites determined to have potential for liquefaction. Such
6 measures shall apply to critical facilities, utilities, and large commercial
7 and industrial projects as a condition of project approval. The project has
8 a very low potential for liquefaction. Conformance with Uniform
9 Building Code standards, enforcement of setbacks from local faults and
10 sound grading practices will help to mitigate any potential conditions in
11 which liquefaction may occur.

12 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Specific Plan No. 342
13 is consistent with the General Plan as amended by Comprehensive General Plan Amendments
14 No. 720 and 721.

15 **BE IT FURTHER RESOLVED** by the Board of Supervisors that EIR No. 471 was
16 presented to the Board and has been reviewed and considered by the Board in evaluating the
17 proposed The Villages of Lakeview project, including Specific Plan No. 342; that EIR No. 471
18 has been completed in compliance with CEQA; that EIR No. 471 is an accurate and objective
19 statement that complies with the California Environmental Quality Act and reflects the County's
20 independent judgment and analysis, and that EIR No. 471 is incorporated herein by reference.

21 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **CERTIFIES** EIR
22 471 and **ADOPTS THE MITIGATION MONITORING AND REPORTING PROGRAM,**
23 attached as Exhibit 1 to this Resolution.

24 **BE IT FURTHER RESOLVED** by the Board of Supervisors hereby **ADOPTS**
25 **SPECIFIC PLAN NO. 342, ON FILE WITH THE CLERK OF THE BOARD OF**
26 **SUPERVISORS, INCLUDING THE FINAL CONDITIONS OF APPROVAL AND**
27 **EXHIBITS,** as the Specific Plan of Land Use for the real property described and shown in the
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1 plan, and said real property shall be developed substantially in accordance with the plan, unless
2 the plan is amended by the Board.

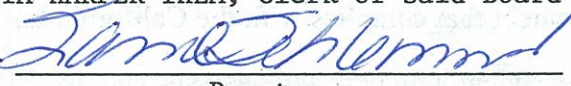
3 **BE IT FURTHER RESOLVED** by the Board of Supervisors that copies of Specific
4 Plan No. 342 shall be placed on file in the Office of the Clerk of the Board, in the Office of the
5 Planning Director, and in the Office of the Building and Safety Director, and that no applications
6 for subdivision maps, conditional use permits and other development approvals shall be accepted
7 for the real property described and shown in the plan, unless such applications are substantially
8 in accordance therewith.

9 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the custodian of the
10 documents upon which this decision is based are the Clerk of the Board of Supervisors and the
11 County Planning Department and that such documents are located at 4080 Lemon Street,
12 Riverside, California.

13
14 ROLL CALL:

15 Ayes: Tavaglione, Stone, Benoit, and Ashley
16 Nays: Buster
17 Absent: None

18 The foregoing is certified to be a true copy of a resolution duly
19 adopted by said Board of Supervisors on the date therein set forth.

20 KECIA HARPER-IHEM, Clerk of said Board
21 By: 
22 Deputy
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