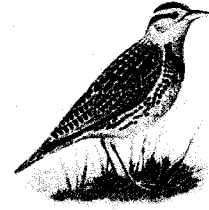


Becoming life is good.



SIERRA  
CLUB  
FOUNDED 1892



San Bernardino Valley  
Audubon Society

November 13, 2017

*Via Electronic Mail and FedEx (w/attachments)*

Riverside County Board of Supervisors  
Attn: Russell Brady  
4080 Lemon Street  
Riverside, CA 92502-1409  
[rbrady@rivco.org](mailto:rbrady@rivco.org)

**Re: Villages of Lakeview Specific Plan #342 and Final Environmental Impact Report**

Dear Riverside County Board of Supervisors:

These comments are submitted to the Board of Supervisors (“Board”) on behalf of the Center for Biological Diversity (“Center”), the San Geronio Chapter of the Sierra Club, and the San Bernardino Valley Audubon Society (collectively, “Conservation Groups”) regarding the proposed Villages of Lakeview Specific Plan Project (“Project”), its associated approval documents including the general plan amendments, and its Final Environmental Impact Report (“FEIR”).

As discussed below, numerous violations of the California Environmental Quality Act (“CEQA”) and other laws remain in the FEIR. But before delving into those details, **the Conservation Groups respectfully request that you listen to your constituents and send the Project back to the Planning Department so that the Planning staff can work with developer in crafting a development that is consistent with the rural Nuevo community.** The Nuevo community does not want the Project as it is proposed, and very few people appear to be in support of the Project. The Project will radically transform the rural way of life for the people in Nuevo and undermine the very reason they moved to the community in the first place.

In purchasing homes and in making a life in Nuevo, these community members justifiably relied upon the land use designations in the Riverside County General Plan, which provided that the community's character would remain rural. It would represent an incredible error in judgment for the Board to approve this Project that is so out-of-step with the needs and desires of the community. For the Board to willingly accommodate a corporation's desire to maximize profits at the expense of the existing community would be the epitome of poor governance.

#### **I. Background on the Conservation Groups.**

The Center for Biological Diversity is a national, nonprofit conservation organization with 1.5 million members and online activists dedicated to the protection of endangered species and wild places. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in Riverside County.

The Sierra Club is a national nonprofit organization of over 800,000 members dedicated to exploring, enjoying, and protecting the wild places of the earth; to practicing and promoting the responsible use of the earth's ecosystems and resources; to educating and enlisting humanity to protect and restore the quality of the natural and human environment; and to using all lawful means to carry out these objectives. The Sierra Club reports that over 180,000 members reside in California. The San Geronio Chapter of the Sierra Club focuses on issues within the inland empire, including Riverside County.

The San Bernardino Valley Audubon Society ("SBVAS") is a local chapter of the National Audubon Society, a 501(c)(3) corporation. The SBVAS chapter area covers almost all of Riverside and San Bernardino Counties and includes the project area. SBVAS has approximately 2,000 members. Part of the chapter's mission is to preserve habitat in the area, not just for birds, but for other wildlife, and to maintain the quality of life in and around Riverside and San Bernardino Counties.

#### **II. The Project Is Inconsistent With The General Plan and Ordinance No. 348.**

Ordinance No. 348 requires that a resolution recommending approval of a General Plan Foundation Component Amendment contain findings that the foundation change is "based on substantial evidence that new conditions or circumstances disclosed during the review process justify modifying the General Plan, that the modifications do not conflict with the overall Riverside County Vision, and that they would not create an internal inconsistency among the elements of the General Plan..."

The FEIR and October 4, 2017 Staff Report (“Planning Commission Staff Report”) claim that the “new condition” is the “the opportunity that is presented by having 2,883 acres under the control of one entity that wants to pursue a comprehensive master plan to address not only the land uses, but the infrastructure and open space needs as well and which in doing so will assist the County in compliance with the MSHCP and furthering the objectives of the General Plan.” (Planning Commission Staff Report at 17; FEIR at 5.9-39.) This is not accurate. Lewis Homes has retained control of these 2,883 acres and sought to develop the Project Site since before 2010 when the previous iteration of the EIR for this Project was approved by the County. As such, there are no “new conditions or circumstances,” as required by Ordinance No. 348. Given that the County approved a new General Plan in 2015, there is no reason why the proposed amendments could not have occurred as part of the 2015 General Plan. The County does not address this glaring discrepancy in its analysis.

The Planning Commission Staff Report also cites the “new condition” that the Mid-County Parkway (“MCP”) was approved which would “further support the development of a master planned community that would both be served by this transportation corridor and to develop higher densities around the corridor....” (Planning Commission Staff Report at 18.) The County’s reference to the MCP as a justification for the Project is quite striking because the Riverside County Transportation Commission (“RCTC”) specifically informed the public in the EIS for the MCP that “[t]he purpose of the MCP project is to accommodate *planned* growth in western Riverside County. *The MCP project would not generate any new vehicle trips.*”<sup>1</sup> Here, the County is claiming that the Project should move forward *because* the MCP was approved.

It also appears that the County and Lewis Homes has been planning to coordinate the development of the MCP and Villages of Lakeview for at least a decade. For instance, Lewis Homes wrote to the RCTC in 2005 that “The Villages of Lakeview Project has been planned to interact with the Mid-County Parkway” and that the MCP is “integral to the development of The Villages of Lakeview...”<sup>2</sup> Lewis Homes further states that it has facilitated the development of the MCP by purchasing and assembling 19 parcels so that RCTC does not need to individually negotiate with property owners to condemn private property for the MCP. The County cannot both claim that (1) the MCP was designed to accommodate planned growth and (2) the MCP is a “new condition” that justifies significant revisions to the general plan in order to accommodate the Project.

---

<sup>1</sup> Final Environmental Impact Report/Environmental Impact Statement and Final Section 4(f) Evaluation for Mid County Parkway, Volume I (April 2015) at 4-143.

<sup>2</sup> Letter from Lewis Homes to Cathy Bechtel re Villages of Lakeview, dated September 9, 2005.

Finally, the Planning Commission Staff Report states a Foundation Component change is necessary to facilitate “open space and transportation corridor designations arising from the MSHCP and Community Environmental Transportation Acceptability Program (CETAP) programs ...” (Planning Commission Staff Report at 18.) The Planning Commission Staff Report claims that the large size of the Project allows for a large open space designation and a “comprehensive analysis of biological resources...” (*Id.* at 19.) The MSHCP already provides a region-wide framework for the management of open space and many biological resources in the Project area. It belies common sense for the County to maintain that a largescale development in a rural area currently *not* designated for such development is “needed” in order to preserve open space in that area. The Planning Commission Staff Report contains similar findings regarding section 2.4 of Ordinance No. 348. These findings are not supported by substantial evidence for the same reasons discussed above.

Given that Ordinance No. 348 is a land use policy applicable to the Project, an inconsistency with that policy constitutes a significant effect under CEQA. (*See Joshua Tree Downtown Business Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 695.) Here, the County has not disclosed, analyzed, or mitigated the inconsistency between Ordinance No. 348 and the Project.

### **III. The Project Remains Inconsistent with the RTP/SCS.**

The County confusingly claims that the Project is both consistent and inconsistent with SCAG’s planning documents – the FEIR claims the “the project does not offer sufficient employment or low-income housing opportunities making it inconsistent with several SCAG policies and principles” while also claiming that “in the May 2012 letter, SCAG stated that the project is consistent with the growth projections contained in the RTP/SCS.” (FEIR at 5.9-45.) Such inconsistent statements render the FEIR inadequate as an informational document.

### **IV. The Environmental Stewardship Program is Inadequate.**

MM Bio 11 proposes an Environmental Stewardship Program (“Program”) to increase public awareness of environmental issues and reduce potential significant indirect effects of development near to Conservation Areas. (FEIR at 5.4-64 – 65.) While these are laudable goals, MM Bio 11 does not contain sufficient information to ensure it will be effective in meeting these goals. For instance, MM Bio 11 does not specify where the funds for the Program will come from, or what amounts of funds will be designated for the Program. As currently written, the Program could have a meagre budget of perhaps only a few hundred or few thousand dollars, thereby preventing it from having any real beneficial effect.

As the County is aware, large-scale development near conservation areas carries special risks and requires extra measures to ensure that conservation areas are not impacted by development. For instance, residents of the Project may develop unofficial walking, hiking, biking, or off-road vehicle trails in conservation areas, resulting to impacts to wildlife and ecosystem functions. Such impacts are well documented at other conservation areas in Southern California adjacent to development.<sup>3</sup>

Preventing such undesirable effects of development requires sustained and consistent efforts by applicable agencies to enforce existing rules, maintain adequate signage and appropriate fencing, and restore areas that are impacted by human use. Yet, the Program does not designate any specific amount of funds to applicable agencies, such as California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (“Wildlife Agencies”), to further these goals. The County is required to mitigate all foreseeable direct and indirect of the Project to the greatest extent feasible. Given that increased human use (and potential misuse) of conservation areas is a reasonably foreseeable result of the Project, the County needs to require adequate funding of the Program and demonstrate appropriate coordination with the Wildlife Agencies or other applicable agencies *prior* to Project approval.

**V. The FEIR Fails To Describe Or Mitigate Impacts Of The Project’s Commercial Development.**

The Wildlife Agencies, the Conservation Groups, and community members have repeatedly requested that the County limit the Project size so that it does not include development north of Ramona Expressway. The County and Lewis Homes have steadfastly refused this reasonable request. To make matters worse, the FEIR does not describe what types of commercial uses will occur north of Ramona Expressway, or when such uses will be in operation. It is unclear whether such activities will occur at night, involve loud noise, or include the use of hazardous substances (and the accompanying risks of spills to the San Jacinto Wildlife Area [“SJWA”]). Notably, the Specific Plan and the FEIR do not prohibit night-time operations in the commercial areas. None of these issues are addressed in the FEIR because the FEIR fails to specify which types of commercial uses will be permitted. Because the uses are not specified, it is impossible to ascertain the direct and indirect effects of these uses on the wildlife and the Wildlife Area, or require all feasible mitigation measures.

Similarly, the FEIR and Planning Commission Staff Report claim that Alternative 7 will reduce impacts to the SJWA by siting on commercial—and not residential—development north

---

<sup>3</sup> David Garrick, “Trials Proposed for Del Mar Mesa Area,” *San Diego Union Tribune* (July 20, 2015); Dryw Keltz, “Fish and Wildlife Squeeze Bikers from Carlsbad’s Lake Calavera,” *San Diego Reader* (June 5, 2017); Steven Bartholow, “Recreationists React to Crack Down on Authorized Trials Near Santee,” *Santee Patch* (Nov. 16, 2013).  
Comments to Planning Commission on Villages of Lakeview Project and Final EIR – 11/13/17

of Ramona Expressway. (Planning Commission Staff Report at Response to Comment BC-51.) Yet, the FEIR does not offer any evidence that commercial development would necessarily result in less impacts to the SJWA than residential development. There is a significant possibility that at least some types of commercial development could actually cause more severe impacts, and the FEIR provides no guidance as to what types of commercial development will be permitted or not permitted in the Project area. As noted above, use of hazardous substances could result in spills, which would permanently pollute or damage the SJWA. Similarly, the significant noise levels associated with certain types of commercial development could interfere with wildlife behavior and migration patterns. The Conservation Groups cited studies in their earlier letters documenting these issues. (See also Slabbekoorn 2008.) The EIR does not adequately address these issues, instead generally stating that all commercial development would need to comply with County noise standards. (FEIR at 7.0-60.) Again, mere compliance with existing noise or hazardous pollution standards does not guarantee that impacts to area wildlife will not occur. Nor has the County provided any evidence that such compliance is sufficient, given the location of the Project adjacent to sensitive areas.

#### **VI. The FEIR's GHG Mitigation Measures Do Not Satisfy CEQA's Requirements.**

The County has maintained that any additional GHG measures are infeasible. The Responses to Comments by the Conservation Groups on the FEIR ("Responses to FEIR Comments") cite to a single California Energy Commission ("CEC") PowerPoint Presentation to claim that zero net energy ("ZNE") is not feasible. (Responses to FEIR Comments at 8.) However, the County misreads the CEC Presentation. The CEC Presentation actually says that grid harmonization strategies and customer storage are necessary to leverage the full benefits of rooftop solar.<sup>4</sup> Indeed, the CEC Presentation states that CEC supports "encouraging or requiring demand flexibility and grid harmonization strategies."<sup>5</sup> Moreover, the CEC Presentation states that the 2019 Standards will have "prescriptive requirements" in which the "PV system will be sized to displace the annual kWhs of the home", and the Presentation shows that CEC recently released drafts of the new building standards.<sup>6</sup>

Here, the Project will require the construction of an electricity grid to accommodate thousands of homes. As such, grid harmonization and storage can be implemented as part of the Project. Given the large scale of the Project, economies of scale will allow a more efficient and cost-effective construction of these project features. To the extent new strategies or emerging

---

<sup>4</sup> California Energy Commission, "Proposed 2019 Building Energy Efficiency Standards ZNE Strategy" (Aug. 22, 2017) at 9.

<sup>5</sup> *Id.* at 10.

<sup>6</sup> *Id.* at 15.

technologies will be necessary to meet these goals, the County elsewhere concedes that “[t]he state’s efforts to further reduce GHG emissions to meet 2030 and 2050 GHG reduction goals *will require new and undeveloped technologies.*” (See Responses to FEIR Comments at 6.) The County also cites the California Air Resources Control Board’s 2017 Scoping Plan (“2017 Scoping Plan”), which identifies the state’s goal to “[a]dopt a zero net energy (ZNE) standard for residential buildings by 2018/2019, and for commercial buildings by 2030.”<sup>7</sup>

The County further claims that it is “ZNE is merely a goal that has not been included in any State or County of Riverside plans.” (Responses to FEIR Comments at 8.) That is not the dispositive issue. CEQA is not merely an exhortation to comply with existing standards; it contains a substantive mandate to adopt *all* feasible mitigation measures. Here, the County has offered no substantial evidence that all feasible mitigation measures have been required of the Project – indeed, the County is not even requiring compliance with building standards which will be in effect in the next two years.

Moreover, given the small amount of solar proposed for generation onsite, the use of offsets should not be permitted as a means to meet this amount. Offsets should only be used *after* all onsite energy efficiency and renewable energy generation has been maximized.

**A. The FEIR and Staff Report contain unsupported assumptions regarding the FEIR’s GHG mitigation measures.**

In the Planning Commission Staff Report, the County still assumes that all EV chargers will be consistently used, despite citing no evidence that this will occur. (Planning Commission Staff Report at Comment BC-11.) The County’s claim is analogous to an assumption that all houses that are pre-wired for air conditioning will actually purchase and install air conditioning, and consistently use it. Again, while Petitioners strongly support the inclusion of EV chargers as a development feature, the FEIR needs to provide evidence that these chargers will be consistently used if it is going to claim reductions in GHG emissions from them. In contrast, other projects in Southern California have offered subsidies to homeowners to assist them in purchasing electric vehicles.

The Planning Commission Staff Report contains some additional unsupported assumptions regarding EV vehicle use – for example, it states that GHG reductions were calculated so that the EV cars replace “light and medium duty vehicles” and that these cars will operate “365 days per year.” Currently, there are no medium-duty EVs (e.g., trucks) on the mass market. As such, the FEIR cannot credibly claim reductions in trips for medium duty trucks by

---

<sup>7</sup> California Air Resources Board, 2017 Climate Change Scoping Plan Update (Jan. 20, 2017), available at [https://www.arb.ca.gov/cc/scopingplan/2030sp\\_pp\\_final.pdf](https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf)

citing to EV chargers sited at the Project. And people generally do not utilize their cars each and every day of the year, nor has the County offered evidence to the contrary.

Finally, the County's GHG analysis still contains unsupported assumptions. The Planning Commission Staff Report states that the 2 kilowatts of renewable energy per residence only applies to single family detached homes, not attached single family homes. (Responses to FEIR Comments at 8.) In contrast, the GHG Technical Report states that there will be 5,600 "single family" homes, translating into 5,600 solar PV systems, for a total annual reduction of GHGs of 3,532 metric tons of CO<sub>2</sub>-equivalent per year. (Appx. O at PDF 21.) While the 5,600 figure appears to originate in a description of the original project (*see* FEIR at 5.12-25), the Alternative 7 recommended by the Planning Commission does not appear to include 5,600 single family homes. As such, the County cannot credibly claim GHG emission reductions for these homes since they will not be built and will not be subject to the 2 kilowatt requirement. For Alternative 7, it is unclear what the total annual reduction is, or whether it included on the proper types of housing. Indeed, the mixing and matching between the "Project" as proposed by Lewis Homes and "Alternative 7" is a persistent problem in the environmental review materials for the Project, and makes it difficult for the public or the decision-makers to understand what the project actually is, and therefore what the impacts are and what constitutes appropriate mitigation.

#### **VII. The FEIR Is Inconsistent With The Riverside County Climate Action Plan.**

In Appendixes O and S of the FEIR, the Applicant's consultants attempt to show consistency between the Riverside County Climate Action Plan ("CAP") and the Project/Alternative 7. However, as discussed below, the FEIR takes credit for complying with some CAP measures even though the referenced mitigation measures in the FEIR do not actually require compliance with the CAP measures. For example, the Appendix O takes 8 points of credit for Implementation Measure ("IM") E6.A.1, which allows 8 points if solar panels on commercial buildings generate 10 percent of the Project's development. (Appx. O, GHG Technical Report, at PDF 114.) Appendix O claims that MM GHG 26 will require solar energy to "meet 12% of energy requirements for non-residential land use." (*Id.*) But that is not what MM GHG 26 requires. As noted above, MM GHG 26 may be met merely by purchasing offsets. Purchasing offsets and actual installing solar electricity are not the same thing, nor does IM E6.A.1 allow for the purchase of offsets as an alternative. The equivalent Implementation Measure for residences (IM E2.A.1) similarly claims 20 points based upon the assumption that 38 percent of the Project's energy requirements will be produce by solar energy. Again, the FEIR does not require *any* of the Project's energy to be produced by solar, nor does the FEIR provide any basis for the 38 percent figure. Notably, the Appendix S – which analyzes Alternative 7 – appears to concede that these numbers are incorrect, as Appendix S only awards 2 points for these same categories. (*See* Appx. S at PDF 121 & 131.)



Similarly, for IM T7.B.1, Appendix O claims that “Per MM GHG 6 the number of electric vehicle charging stations has increased to 55.” (Appx. O at PDF 119.) Yet, MM GHG 6 does not include this number. Moreover, IM T7.B.1 only is only applicable to commercial or public development, as it is listed in Appendix F of the CAP under “Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities.”

More importantly, Appendixes O and S misinterpret the equivalent Implementation Measure for residences (T7.A.1) to claim 24 points. (Appx. O at PDF 130.) Incredibly, Appendix O interprets this IM as giving 8 points for *each instance* in which a residence includes a charging station. (*Id.*) Under this interpretation, any project with at least 13 EV charging stations would achieve 100 points under the CAP, and therefore not result in any significant effects – even if no other mitigation or Implementation Measures were required. To the contrary, the Riverside CAP states that T7 refers to electric vehicle charging stations installed “in *all* the garages of residential units for new development projects.” (CAP at 4-6.) The FEIR therefore should not have taken any credit for T7.A.1 because MM GHG 6 only requires that a limited number of residential units (one out of every 15 multifamily units) will actually have EV charging stations.

In addition to this interpretation of T7.A.1 being patently unreasonable, it is inconsistent with the reasonably foreseeable amendments to the CAP and General Plan outlined in the Settlement Agreement executed by the County on September 18, 2017.<sup>8</sup> The Settlement Agreement provides that IM T7A.1 will be modified follows: “Install electric vehicle charging stations *for each* residential unit included in the project. Projects that include charging stations for fewer than all units shall receive points on a proportional basis.” (Emphasis added.)

Moreover, Appendixes O and S are not clear that the Project/Alternative 7 should receive 9 credits for compliance with IM E5.B.6. This Implementation Measure provides that at least 50 percent of in-unit fixtures are “high efficiency,” meaning that they produce “40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt.” (Appendix O at PDF 113.) However, the corresponding mitigation measure referenced in Appendix O – MM GHG 3 – does not specifically contain such requirements. MM GHG 3 does not specify what percentage of lightbulbs installed must be high efficiency. Similarly, MM GHG 3 does clarify whether its definition of high efficiency is consistent with the definition in IM E5.B.6. – MM GHG 3 only vaguely states that “high efficiency” refers to light bulbs that “provide an energy efficiency of at least 75% compared to traditional incandescents.” (FEIR at 5.16-52.) In fact, for the equivalent IM relating to residential development (E1.B.5),

---

<sup>8</sup> See Notice of Entry of Order re Jurisdiction to Enforce Partial Settlement Agreement at PDF 13.  
Comments to Planning Commission on Villages of Lakeview Project and Final EIR – 11/13/17

Appendix O inexplicably only claims 9 credits instead of 12 credits for the same mitigation measure. In Appendix S, which applies to Alternative 7, the same issues are present.

Likewise, Appendix O impermissibly claims credit for the Project using Energy Star appliances (IM E1.B.6) even though MM GHG 2 only requires Energy Star appliances in specific circumstances. Appendix S suffers from the same defect.

Additionally, Appendix O and Appendix S claim 23.5 and 9.5 points, respectively, for T2.A.1. However, the “Evaluation Basis” column fails to provide analysis or explanation for why these amounts of points should be given to the Project.

In short, Appendixes O and Q manipulate the numbers to obtain a score of over 100 points for the Project and Alternative 7 – the appendixes do this by (1) assuming that the Project will comply with requirements that are not specified in the referenced mitigation measures; and (2) adopting manifestly unreasonable interpretations of the Implementation Measures in the CAP. These are just a sampling of the problems with the Appendix O and S analyses. This inadequate and misleading analysis prepared by the developer’s consultant once again exemplifies how the County is still failing to independently verify and assess information prepared by the developer’s consultants or exercise its independent judgment in analyzing the Project or requiring mitigation under CEQA. And because the Project does not actually achieve 100 points due to the issues outlined above, the Project is not consistent with the CAP.

It also is important to note that the vast majority of the implementation measures described in the CAP received a score of “zero” in Appendixes O and S – meaning that the Project did not even attempt to achieve consistency with such measures. While any given project may not be expected to achieve compliance with every measure in the CAP, the fact that so few measures are even applicable illustrates again that the County did not require the adoption of all feasible mitigation measures

#### **VIII. The FEIR And The Project Are Inconsistent With CARB’s 2017 Scoping Plan, SB 375, and AB 32.**

The FEIR’s failure to employ the VMT metric is inconsistent with CARB’s 2017 Scoping Plan and SB 375. In particular, in response to the Conservation Group’s comments that the County was using the outdated LOS metric instead of VMT, the County asserts that “neither the County of Riverside nor any other jurisdictions in which the project’s traffic impacts are measured have adopted a VMT- based CEQA threshold of significance.” (Responses to FEIR Comments at 26.) Again, the County should comply with the Updated Guidance Document and analyze the Project using the VMT measure. The County’s failure to do so this is also is inconsistent with the 2017 Scoping Plan, which states:

Employing VMT as the metric of transportation impact statewide will help to ensure GHG reductions planned under SB 375 will be achieved through on-the-ground development, and will also play an important role in creating the additional GHG reductions needed beyond SB 375 across the State. (Scoping Plan at 100-101.)

The Scoping Plan further states that “Implementation of this change will rely, in part, *on local land use decisions to reduce GHG emissions associated with the transportation sector*, both at the project level, *and in long-term plans (including general plans*, climate action plans, specific plans, and transportation plans) and supporting sustainable community strategies developed under SB 375.” (Scoping Plan at 101.) The Scoping Plan also identifies various goals and objectives to reduce GHGs, including using VMT as a transportation metric, promoting policies to *reduce* VMT, including “land use and community design that reduce VMT” and “transit oriented development.” (*Id.*)

Applied here, the County is acting in a manner inconsistent with the 2017 Scoping Plan and SB 375 by (1) refusing to employ the proper metric to assess and mitigate the Project’s transportation impacts; and (2) amending its general plan to facilitate sprawl development and increase VMT, thereby generating *significantly more* GHG impacts.

Because the FEIR is inconsistent with the 2017 Scoping Plan, the FEIR is inconsistent with AB 32. Appendix O claims “consistency with AB 32 Regulatory programs” but does no more than list a number of California regulations and programs, without any explanation as to why potential compliance with these regulations amounts to AB 32 consistency. (*See* Appx. O at PDF 109.) As noted herein and in the other letters submitted by the Center and the Conservation Groups, neither the FEIR nor the Project is consistent with AB 32 or its implementing policies, orders, and regulations. Such policies and regulations include, *inter alia*, the 2017 Scoping Plan, Executive Order S-3-05, and the Supreme Court’s guidance in *Newhall* regarding reductions from business-as-usual.

The FEIR also does not establish consistency with SB 375. As noted in the FEIR, CARB adopted Regional Targets for a reduction in GHG emissions, and the current SCAG target for the Project area is 19.5 lb per capita per weekday. In order to address this mandate, Appendixes O and S claim that the Project/Alternative 7 would result in per capita emissions of 19.2 and 18.3 lbs per day, respectively. (Appx. O at 123 & Appx. S at 124.) These figures are only slightly less than the 19.5 lb reduction called for in SB 375 for the SCAG region. More importantly, it is unclear whether these figures were properly calculated – the referenced CARB guidance states that these figures are supposed to apply only to *weekdays* (Appx. Q at 124), but the Appendixes state that the 19.2 and 18.3 figures were calculated by “dividing the annual emissions *by 365 days per year...*” (Appx. O at 123 & Appx. S at 124.) The average miles a person drives on any

given day of the year is likely lower than the average driven on a weekday commuting to employment or school. Moreover, it is unclear whether the light- and medium-duty vehicle (“LMV”) emissions figures in the Appendixes are accurate – the Appendixes contain a single footnote claiming that the per capita emissions

were calculated by dividing the daily LMV CO<sub>2</sub> emissions associated with residential land uses (i.e., single family home, condo/townhouse, and apartment) by the total Alternative 7 resident population....The annual LMV CO<sub>2</sub> emissions were modeled using CalEEMod version 2013.2.2. (Appx. S at Table 42; *see also* Appx. O at Table 34.)

Yet, the Appendixes do not provide any explanation as to *how* these numbers were calculated using CalEEMod. In reviewing the attached CalEEMod data sheets, it appears that the Project characteristic of “Urban” was selected even though the Project is in a rural area. (Appx. Q at PDF 690.) It is unclear whether these figures account for the fact that the Project is a remote and rural location, which will necessitate disproportionately more VMT than an average “urban” project.

Finally, even if the FEIR demonstrated that the Project was consistent with the referenced Regional Targets, the Regional Targets cited in Appendixes O and S are no longer the current targets. CARB has proposed revising the emissions reduction target for the SCAG region from 18 percent to 21 percent.<sup>9</sup> As such, even if the data presented by the County is accurate, the Project still fails to comply with the Regional Targets.

#### **IX. The EIR Still Does Not Analyze The Project’s Impacts On Water Resources.**

The Conservation Group’s requested that the County consider and analyze the impacts on water resources – and species dependent on such resources – of adding approximately 36,000 new water users to this arid and drought-prone region of California. In its Responses to Comments on the FEIR, the County claimed such analysis would be “speculative.” Yet, the Supreme Court has held that “[t]he ultimate question under CEQA, moreover, is not whether an EIR establishes a likely source of water, but *whether it adequately addresses the reasonably foreseeable impacts of supplying water to the project.*” (*Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 434.) And CEQA requires the County use its “best efforts to find out and disclose all that it reasonably can” and gather this information “at the earliest possible time in the environmental review process.” (Guidelines § 15144; Pub. Res. Code § 21003.1(a).) Here, the County has failed to even attempt to ascertain

---

<sup>9</sup> California Air Resources Control Board, Final Staff Report, Proposed Update to SB 375 Greenhouse Gas Emission Reduction Targets (Oct. 2017) at p. 28, available at [https://www.arb.ca.gov/cc/sb375/final\\_staff\\_proposal\\_sb375\\_target\\_update\\_october\\_2017.pdf](https://www.arb.ca.gov/cc/sb375/final_staff_proposal_sb375_target_update_october_2017.pdf)  
Comments to Planning Commission on Villages of Lakeview Project and Final EIR – 11/13/17

the environmental effects – including effects on fish and aquatic species and groundwater supplies – of drawing thousands of additional acre feet of water from already strained water resources. Again, while the County may acknowledge that the exact nature and extent of some impacts are uncertain, the County still must use its best efforts to analyze and disclose the reasonably foreseeable direct *and indirect* effects of the Project, including effects on water resources and water-dependent species.

There is ample evidence that California and the Southwest's water resources are already under huge stress. Water availability and quality is a critical issue for California, with substantial implications for land use, the economy, and the environment. Since 2011, the state has been experiencing severe drought conditions, prompting a mandatory 25% reduction in municipal water use, cuts to senior agriculture water rights, and the 2014 Sustainable Groundwater Management Act. (Wilson 2016) Even as surface drought conditions are alleviated by recent precipitation, there is still a deficit in groundwater, which is a critical component of the state's water supply system. Not only are the state's human residents vulnerable to impacts of drought, so too are its iconic plants, animals and regions. In the face of climate change, the gap between supply and demand will continue to widen as the existing water deficit is unreconciled with increased pressures from development, population growth and agriculture. (Wilson 2016) California's water supply relies heavily on snow pack in the Sierra Nevada Mountains, which has been at record lows the past few years. (Weiser 2016) As the snow pack continues to diminish, California has become increasingly dependent on groundwater extraction to meet its water needs. Aquifer depletion and land subsidence have become a serious concern as an increasingly warmer climate has resulted in less snowpack, less rain and more evaporation. A business as usual approach cannot and does not address the complex nature of California's water needs in a changing climate. Innovations in science and technology, as well as in legal, political and social structures, are required to adequately manage the state's water security in an uncertain future. (Dept. of Water Resources 2009; Cooley 2016)

As drought also negatively impacts plants and wildlife, measures should be taken to ensure that species, and the habitats they rely on, have continued access to the water they need to thrive. (Kearns 2014) New development projects should factor this requirement in to the plans to ensure that this critical access to water is not jeopardized. A primary way to accomplish this objective is through efficiency and conservation in urban water use, coupled with effective management of rivers and wetlands. (Hanak 2015) A holistic perspective reveals that wildlife and habitats may be indirectly as well as directly impacted by the water requirements of a development project. For example, both surface water and groundwater are critical for maintaining aquatic ecosystems from deltas, to rivers to wetlands and while none of these ecosystems may be present in the immediate vicinity of the project, water demands made by the

project can have direct impacts on the availability of water to support these ecosystems. (Platt 2016). In conclusion, the FEIR needs to analyze the reasonably foreseeable direct and indirect impacts on water resources, riparian, habitat, and aquatic species of the Project.

**X. The EIR Should Include Aggressive Water Efficiency Mitigation Measures.**

In light of the recent drought, new development projects should maximize water use efficiency and conservation in their plans. An ideal method for ensuring incorporation of such measures is through a life-cycle assessment of the project accounting for not only the end product but also the whole life of all products, materials and processes being used. (Ghattas 2013.) Water efficiency and conservation should be central aspects of not only the final project, but also of all materials and processes used in its construction. A similar concept to this holistic style of project design is known as cradle to cradle design which emphasizes the creation of systems that generate no waste throughout their life span. (Tyrnauer 2008) Technology and legislation now enable and incentives many forms of water conservation. (Cooley 2016; LA Dept. of City Planning 2013) For example, preventing water loss due to run-off can be accomplished by laser-leveling of land during project construction, and installing permeable surfaces in place of traditional paving where applicable allows for groundwater recharging. (Shanesy 2016.) Landscaping choices offer a prime opportunity for water conservation. Drought tolerant and native plants and rain gardens which allow for groundwater recharging are a responsible alternative to traditional lawns and plants with high water demands. (Ritzo 2015) Drip and micro-spray irrigation also limit water use and waste by only watering specific areas and avoiding evaporation. Graywater filtration systems can be used to reclaim waste water from sinks showers and laundry for use in irrigation. (Ritzo 2015; LA Dept. of City Planning 2013) High density, attached housing designs such as urban infill projects maximize water use efficiency by concentrating demand and also reducing the total area of landscaping, as compared to detached, single family homes. High density infill projects also assist with maintaining water quality, and thus reducing costs associated with treatment, by preserving more open space and undeveloped land that is then able to act as a natural filtration system and recharge for groundwater. (Cosgrove 2015)

Energy and water are inextricably linked as energy generation is water-intensive, and water treatment and delivery is energy-intensive; increased integration in a shared systems paradigm would result in greater efficiency for both. (Tarroja 2016; Larson 2007) Part of what makes water use energy-intensive is the distance it must travel to reach users. (Fang 2015) Developments located far from existing water sources require more energy and are thus less efficient. (Cosgrove 2015) Another factor is the energy demand involved in treating waste water. Given that approximately 8% of California's electricity consumption is for treating and transmitting water, water utilities could reduce carbon emissions by investing in renewable

sources of energy for treatment and transmission. (Fang 2015) On a residential scale, energy is needed for heating water for washing, and this energy demand could be reduced with more efficient appliances. (Cohen 2004) Therefore, increasing urban water use efficiency will decrease demands for energy generation. Considering that many types of energy generation not only require large amounts of water, but also contribute to water pollution, water and energy production cannot be easily separated. New development projects should recognize this linkage water-energy linkage and design plans that are both water and energy efficient, as one cannot be truly effective without the other. (Larson 2007)

#### **XI. The County Has Not Complied With MSHCP Procedures.**

The FEIR relies upon an MSHCP Joint Project Review (“JPR”) document dated July 2, 2008. Given that this document is nearly ten years old, it is outdated and cannot adequately describe current baseline conditions (even though it purports to do so). It also describes a Project that is significantly different from Alternative 7, which is the Project that has been recommended for approval. The County has offered no evidence that the Western Riverside County Regional Conservation Authority (“RCA”) has actually analyzed Alternative 7 or completed a JPR for Alternative 7. Moreover, it is unclear whether the JPR document has any legal effect, as the Court’s writ of mandate directed the County to “set aside *all approvals* relating to Resolution Nos. 2010-88 and 2010-89...” Because the JPR document is an approval related to County resolutions approving an earlier version of Villages of Lakeview, the JPR likely no longer has any legal effect. The County cites no authority that it can use an outdated JPR document for an earlier version of a Project in order to comply with the MSHCP. Such inconsistencies with the MSHCP represent a significant effect under CEQA, which requires appropriate analysis and mitigation.

#### **XII. The FEIR Continues To Claim Without Evidence That “BMPs” Will Reduce Water Quality Impacts.**

The FEIR continues to maintain that BMPs and compliance with existing regulations will ensure that runoff from the Project does not significantly impact water resources and wildlife in the Project area. As a preliminary matter, the BMPs still are not conditions of project approval and therefore are not mitigation measures under CEQA. The BMPs are only identified in the Water Quality Management Plan (“WQMP”), which is “part of the impacts analysis...” (Responses to FEIR Comments at 32.) Portions of the impacts analysis do not qualify as conditions of project approval. The County essentially concedes that the BMPs are non-binding when it states “BMPs *may* be used to meet the performance standards set forth in the mitigation measure.” (Responses to FEIR Comments at 34.) And, once again, MM Hydro 1 still represents impermissible deferral of mitigation – contrary to the County’s claim, MM Hydro 1’s promise to

“reduce the potential impacts to less than significant levels” is not a “performance standard” under CEQA. Nor is a promise to comply with existing water quality regulations.

Even if the FEIR did require the use of BMPs (which it does not), the reliance on BMPs is undermined by the substantial evidence that existing regulations are not adequately protecting water quality from significant effects. For instance, despite existing regulations, the San Jacinto River is already considered “impaired” for nutrients, pathogens, dissolved oxygen, and other pollutants.<sup>10</sup> The significant water quality impacts of development adjacent to California waterways is well-documented; a recent study of effects of development near Ballona Creek noted that urbanization and associated emissions of pollutants have caused numerous water quality warnings in Santa Monica Bay.<sup>11</sup> And despite various federal and state laws designed to combat nonpoint source pollution, water quality remains poor in the ocean and in Southern California rivers.<sup>12</sup> The County has offered no evidence that existing laws will be adequate in this instance to reduce impacts to less than significant levels, particularly in light of the Project’s close proximity to sensitive water resources and species.

On a related note, the Responses to Comments indicate that the FEIR’s Water Quality Modeling Report is based upon the assumption that the EPA is phasing certain pesticides of concern – diazinon and chlorpyrifos. However, Diazinon is still registered for use with the EPA<sup>13</sup> and can be easily purchased online.<sup>14</sup> Chlorpyrifos also is still registered for use with the EPA and also can easily be purchased online.<sup>15</sup> The FEIR provides no evidence that these readily available substances will not be used onsite.

---

<sup>10</sup> Santa Ana Regional Water Control Board, Total Maximum Daily Loads (accessed 11/8/2017), available at [https://www.waterboards.ca.gov/santaana/water\\_issues/programs/tmdl/](https://www.waterboards.ca.gov/santaana/water_issues/programs/tmdl/)

<sup>11</sup> Bhandaram, U. et al., *Effects of urban runoff on water quality indicators in Ballona Creek, CA.*, UCLA Senior Practicum in Environmental Science (2011), available at <https://www.ioes.ucla.edu/wp-content/uploads/effect-of-urban-runoff.pdf>

<sup>12</sup> Ahn, J.H. et al., *Coastal Water Quality Impact of Stormwater Runoff from an Urban Watershed in Southern California*, Environ. Sci. Technol. 39:5940-5953 (2005), available at [ftp://ftp.sccwrp.org/pub/download/DOCUMENTS/JournalArticles/459\\_coastal\\_water.pdf](ftp://ftp.sccwrp.org/pub/download/DOCUMENTS/JournalArticles/459_coastal_water.pdf); Orange County Grand Jury, Coastal Water Quality and Urban Runoff in Orange County, available at <http://www.ocgrandjury.org/pdfs/GJCoast.pdf>

<sup>13</sup> U.S. Environmental Protection Agency, Product Search for Diazinon.

<sup>14</sup> See printout from Keystone Pet Solutions for “Diazinon 50W Insecticide.”

<sup>15</sup> EPA, Revised Human Health Risk Assessment on Chlorpyrifos (accessed 11/2/2017), available at <https://www.epa.gov/ingredients-used-pesticide-products/revised-human-health-risk-assessment-chlorpyrifos>; see printout from eBay posting for “Lorsban 75WG Insecticide 6.65lbs - Chlorpyrifos 75%.”



**XIII. The FEIR Impermissibly Defers The Development Of Traffic Mitigation Measures.**

MM Trans 2 does not qualify as a mitigation measure under CEQA. Mitigation measures must be binding and enforceable and specify performance standards. For instance, in *Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 793, the court held that an agency had improperly deferred mitigation when it required the applicant to obtain a report and comply with the recommendations in that report. Here, MM Trans 2 only requires the developer to prepare reports on the Project's impacts. Such reports should be prepared *prior* to project approval so that the public and decision-makers can assess the impacts of the Project and require adequate mitigation.

**XIV. The FEIR Does Not Analyze The Impacts Of Widening Ramona Expressway.**

The FEIR claims that if the MCP does not move forward, then Ramona Expressway will be widened from two to four lanes after 15 percent of the Project has been built. (FEIR at 2-197.) The FEIR also proposes various other road-widening and improvement projects as "mitigation measures" (e.g., MM Trans 3 through 27). While these measures may or may not reduce the traffic impacts of the Project, CEQA requires that significant effects of all portions of a project – including those arising from mitigation measures – are analyzed and mitigated to the extent feasible. (*See* CEQA Guidelines 15126.4(a)(1)(D) (requiring effects of mitigation measures to be analyzed if significant).) Here, the County does not comply with that mandate because the FEIR does not appear to analyze the impacts – including impacts on public health, air quality, agriculture, and wildlife – of these various road widening and improvement projects.

**XV. The EIR Fails To Analyze Or Disclose The Project's Health Risks On Residents And The Community.**

In the Conservation Group's September 5, 2017 letter, the Conservation Groups questioned the conclusory assertions in the Health Risk Assessment ("HRA") (Appendix C), including the (1) lack of any analysis explaining how the maximum incremental cancer risk" or "MEIR" of 9.7 in a million was calculated; and (2) the lack of clarity regarding whether the HRA was evaluating impacts on existing populations or on future populations in the Project area. In response, the County has further muddled the waters by stating that the Conservation Groups have "incorrectly suggest[ed] that the HRA is evaluating the risk on the residents of the Project." (Responses to FEIR Comments at 27.) This statement directly contradicts the FEIR, which states "The two Health Risk Assessments (HRA's) (Appendix C) evaluated the impacts to the future residents of THE VILLAGES OF LAKEVIEW from diesel particulate matter from trucks traveling on the Ramona Expressway and from the toxic air contaminants emitted from the

existing Nutrilite manufacturing facility.” (FEIR at 5.3-1.) The FEIR’s confusing and inconsistent statements regarding this extremely important public health issue render the FEIR inadequate as an informational document and as a means to informed decision-making and public participation.

By the same token, the Planning Commission Staff Report claims that reductions in diesel particulate matter (“DPM”) is not “directly correlated with reductions in cancer risk.” (Planning Commission Staff Report at Response to Comment BC-31.) Yet, in the next sentence, the Planning Commission Staff Report states that a 50 percent reduction in DPM will result in a 50 percent reduction in total cancer risk from 83 percent to 41 percent. *Id.* Again, by offering contradictory information regarding the true cancer risks of the Project, the County fails to properly disclose or analyze the effects of the Project on the public and decision-makers.

#### **XVI. The FEIR Understates The Health Risks Of Siting People Next To A Freeway.**

The FEIR claims that the 550 foot buffer between the Project and the Ramona Expressway and MCP (MM AQ 5) “creates a safety factor of 2 for air filtration” (FEIR at 2-241.) This claim is misleading at best. The Project will locate residences in extremely close proximity to an expressway which is poised to become a freeway. As a preliminary matter, the FEIR Errata posted with the Board of Supervisors agenda included revised text regarding the HRA, concluding that filtration is only required *within 60 feet* of Ramona Expressway/MCP. It is therefore unclear just how close people will be living (and perhaps studying) from the MCP or who will receive such filtration (or how effective it will be), which represents an informational failure of the FEIR. In any event, because the MCP is an integral portion of the Project (as discussed above), the County needs to analyze whether residents sited next to MCP as part of the Project will sustain impacts due to the MCP. Numerous studies have documented the air pollution and health impacts associated with siting expressways and freeways in close proximity to residential development, particularly upon sensitive receptors such as children and the elderly. (Lin 2000.) A review of 700 studies concluded that pollution causes asthma attacks in children, the onset of childhood asthma, impaired lung function, premature death and death from cardiovascular diseases, and cardiovascular morbidity. (Health Effects Institute 2010.) The study concluded that the most affected area was 300 to 500 meters from the highways (984 feet to 1640 feet). (*Id.*) Other studies have reached similar conclusions. (See Anderson 2011; Suglia 2008.) Living near expressways also increases the likelihood that residents will suffer from dementia. (Chen 2017.) The University of Southern California’s Environmental Health Centers have also collected data and studies showing risks and health impacts to pregnant women,

babies, children, teenagers, adults, and seniors of living by a freeway.<sup>16</sup> While the studies are summarized in the footnoted website, most of them have also been enclosed with this letter. In short, the developer-prepared HRA fails to address the overwhelming body of peer-reviewed scientific evidence demonstrating that siting development next to a freeway or expressway will lead to significant health effects on the residents.

If the County does decide to move forward with siting people in such close proximity to an expressway or freeway despite the strong evidence that it will make people sick, it should require the developer to notify potential residents of the health risks of living by an expressway or freeway.<sup>17</sup> And it should disclose the impacts of such development in the FEIR.

Likewise, the FEIR fails to analyze the effects on residents of siting commercial development next to people – while some types of commercial development are unlikely to have any negative effects on people, there are numerous types of industrial activity that can be harmful to people (e.g., manufacturing, oil drilling, gas stations, etc.). The FEIR fails to analyze any of these potential impacts because the FEIR claims predicting the type of commercial development is “speculative.” Again, the County must use “best efforts to find out and disclose all that it reasonably can...” (Guidelines § 15144; Pub. Res. Code § 21003.1(a).) Here, it could analyze the direct and indirect effects on people of any reasonably foreseeable types of commercial development.

## **XVII. Additional Issues With Project.**

### **Fiscal Impact Analysis Has Not Been Released for Public Review**

While the Final EIR Table of Contents identifies the fiscal analysis as a component of Appendix K, the EIR documents as posted on the County website do not include this report. The County's "Guide to Preparing Fiscal Impact Reports" states that the Fiscal Impact Report is intended as an informational document for both public officials and the general public and that County policy requires a Fiscal Impact Report for all specific plans. Until a Fiscal Impact Report reflecting County staff review and approval is made available for public review, the County may not take affirmative action on the project. The Fiscal Impact Analysis should consider the fiscal consequences of the project on any revenues derived from economic activity associated with the San Jacinto Wildlife Area.

---

<sup>16</sup> See <http://envhealthcenters.usc.edu/infographics/infographic-living-near-busy-roads-or-traffic-pollution/references-living-near-busy-roads-or-traffic-pollution> (collecting studies); see also <http://www.latimes.com/projects/la-me-freeway-pollution/>.

<sup>17</sup> See <http://beta.latimes.com/local/lanow/la-me-ln-freeway-pollution-warnings-20170804-story.html>

### Posting Procedure Irregularities

In 2015, the County established a requirement for on-site posting for all projects involving zone changes and general plan amendments. Notwithstanding the clear evidence of posting for the November 14, 2017 Board of Supervisor's hearing, there is no evidence that such posting was timely. Area residents observed the updated signs on November 3, 2017, the County's posting 14 days prior to the hearing and that the project applicant provides proof of posting to the Planning Department. Repeated requests for the proof of posting have been erroneously answered with the newspaper proof of publication. Further, the posted notices describe the project as 8,725 dwelling units, in contrast to the published notice, which describes the project as up to 11,350 dwelling units.

### Conservation and Agricultural Planning Areas North of Ramona Expressway (Riverbend Village)

Specific Plan exhibits B.7.17 A and B depict mass grading throughout the specific plan boundary, including excavation and fill activity within the planning areas north of Ramona Expressway that are designated for habitat conservation and agricultural use. Mitigation Measure Bio 10 requires that the open space parcels (Planning Areas 50a and 50b) be dedicated to the Regional Conservation Agency prior to grading. The Development Agreement provides for conservation of agricultural planning areas 41a, 48 and 49, however, granting of a conservation easement is not required until a subdivision including one of these planning areas is recorded. Intervening Planning Areas 50c and 50i are water quality basins that are integrated with the overall development. The interrelationship and sequencing of activity in this village reflect inconsistencies and conflicts that bring into question whether the recommended mitigation is feasible/effective and whether project impacts have been adequately evaluated. For instance, the response to comments indicates that grading of the conservation and agriculture planning areas is required for proper functioning of the water quality basins. How can the value of these lands for conservation and agriculture be protected when the fundamental resource of concern, the soil, is altered by grading? If protection of the agricultural and wildlife resources is given priority and the grading plan is altered (this is the appropriate course of action), how is the water quality plan affected and what are the corresponding impacts? The EIR must be revised to address these inconsistencies and address any corresponding revisions to the impact analyses before any affirmative action on the project.

The Mixed-use Trip Generation (MXD) traffic model is not appropriate for analysis of the project traffic impacts

The MXD traffic model was developed by Fehr & Peers under contract to United States Environmental Protection Agency as a tool for evaluation of traffic impacts for Smart Growth developments. Fehr & Peers is the traffic consultant for the updated traffic studies for the Villages of Lakeview project. A fundamental provision of "smart growth" is avoidance of urban sprawl and leapfrog development. The fact that this project requires a seven-mile sewer line extension is a primary indicator that this project is not smart growth.

In addition to the sewer line extension, the instructions for the MXD model itself indicate that the model is not applicable for this project. The version of the model originally developed for EPA instructs that the model is not to be used for projects of more than 5,000 dwellings. A version developed for San Diego Associated Governments instructs that the model is not to be used for projects of more than 7,000 dwellings. Both versions of the model require an input for employment within a 30 minute transit trip. The traffic study appendices for the Villages of Lakeview project disclose an assumption of 33,000 jobs within a 30-minute transit commute. Under current conditions during normal commute times it is typically a 30 minute drive from the project area to the Perris or Moreno Valley Metrolink station. The assumption of 33,000 jobs within a 30-minute transit commute seems quite optimistic. In fact, zero (0) seems to be the appropriate figure as there does not appear to be any employment within in a 30-minute transit commute. The project modeling also uses questionable assumptions for household size (2.9 where remaining impact categories assume 3.2 persons per household) and number of vehicles per household (2). A request for the instruction sheet for the version of the model utilized for the Villages of Lakeview was ignored. The EIR must be revised to address these inconsistencies and address any corresponding revisions to the impact analysis before any affirmative action on the project.

The Development Agreement Makes the Specific Plan Meaningless

Section 3.5 of the Development Agreement establishes a cap of 8,725 dwelling units as the only concrete aspect of the project approvals. Unless the County determines that a change requires subsequent CEQA documentation that requires public notification, shifting of land uses throughout the specific plan area may occur without prior public notice. Local residents have no reasonable expectation as to nature and intensity of future uses at any particular location within the specific plan area. This provision is unacceptable and places an inordinate burden on the public to monitor ongoing implementation of the specific plan.

### **XVIII. Conclusion.**

Thank you for the opportunity to submit comments on the Project. We look forward to working to assure that the Project and environmental review conforms to the requirements of state law and to assure that all significant impacts to the environment are fully analyzed, mitigated or avoided. In light of many significant, unavoidable environmental impacts that will result from the Project, we strongly urge the Project not be approved in its current form. Please do not hesitate to contact the Conservation Groups with any questions at the number listed below.

Sincerely,



J.P. Rose, Staff Attorney  
Heene Anderson, Senior Scientist  
Center for Biological Diversity  
660 S. Figueroa Street, Suite 1000  
Los Angeles, California, 90017  
(213) 785-5400  
[jrose@biologicaldiversity.org](mailto:jrose@biologicaldiversity.org)  
[ianderson@biologicaldiversity.org](mailto:ianderson@biologicaldiversity.org)

/s/

George Hague  
Conservation Chair  
Moreno Valley Group  
San Geronio Chapter of the Sierra Club



Drew Feldmann  
Conservation Chair  
San Bernardino Valley Audubon Society

References  
(Attached on CD)

Ahn, J.H. et al., *Coastal Water Quality Impact of Stormwater Runoff from an Urban Watershed in Southern California*, Environ. Sci. Technol. 39:5940-5953 (2005).

Andersen ZJ, et al., *Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution: A Cohort Study*, Am J Respir Crit Care Med. 183: 455-461 (2011). Available at <https://www.healtheffects.org/system/files/SR17Traffic%20Review.pdf>

Barboza, T. and J. Schleuss, *L.A. keeps building near freeways, even though living there makes people sick*, Los Angeles Times (March 2, 2017).

Barboza, T., *L.A. warns homebuilders, but not residents, of traffic pollution health risks*, Los Angeles Times (August 20, 2017).

Bartholow, S., *Recreationists react to crack down on unauthorized trails near Santee*, Patch.com (November 16, 2013).

Bhandaram, U. et al., *Effects of urban runoff on water quality indicators in Ballona Creek, CA.*, UCLA Senior Practicum in Environmental Science (2011).

California Air Resources Board (CARB), *The 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target* (2017).

California Air Resources Board (CARB), *Final Staff Report Proposed Update to the SB375 Greenhouse Gas Emission Reduction Target* (2017).

California Dept. of Water Resources, *California's Drought: water conditions and strategies to reduce impacts*, Report to the Governor (2009).

California Energy Commission (CEC), *Docket Log 17-BSTD-01: 2019 Building Energy Efficiency Standards PreRulemaking* (generated on 11/2/2017).

California Energy Commission (CEC), *Proposed 2019 Building Energy Efficiency Standards ZNE Strategy Presentation* (2017).

Chen H, et al., *Living near major roads and the incidence of dementia, Parkinson's disease and multiple sclerosis: a population-based cohort study*, *Lancet*, 389: 718-726 (2017).

Cohen, R., Barry Nelson and Gary Wolff, *Energy down the drain: The hidden costs of California's water supply*, Natural Resources Defense Council (2004).

Cooley, H. et al., *Where We Agree: Building Consensus on Solutions to California's Urban Water Challenges*, Pacific Institute (2016).

Cosgrove, J. and Colin Parent, *Water Infill – Infill Development: A key strategy for water in San Diego*, Circulate San Diego (2015).

County of Riverside, Climate Action Plan (2015).

County of Riverside, Ordinance 348 Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside, effective 1/5/17.

ebay, sales selection for Chlorpyrifos (accessed 11/2/2017).

EPA, Product Search for diazinon (accessed 11/2/2017).

EPA, Revised Human Health Risk Assessment on Chlorpyrifos (accessed 11/2/2017).

Fang, A.J. Joshua P. Newell and Joshua J. Cousins, *The energy and emissions footprint of water supply for Southern California*, *Environ. Res. Lett.* 10 (2015).

Garrick, D., *Trail proposed for Del Mar Mesa area*, *The San Diego Union-Tribune* (7/20/2015).

Ghattas, R. et al., *Life Cycle Assessment for Residential Buildings: a literature review and gap analysis*, Concrete Sustainability Hub, MIT (2013).

Hanak, E. et al., *What if California's drought continues?*, Public Policy Institute of California (2015).

Health Effects Institute Panel on the Health Effects of Traffic-Related Air Pollution, *Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects*. Health Effects Institute: Boston (2010).



JPR Application Materials, MSHCP Consistency Determination Process Section 3.0, MSHCP Implementation Manual (August 2007).

Keltz, D., Fish and Wildlife squeeze bikers from Carlsbad's Lake Calavera, San Diego Reader (June 5, 2017).

Keystone Pest Solutions, Description of Diazinon 50W Insecticide (accessed 11/2/2017).

Larson, D. et al., *California's energy-water nexus: water use in electricity generation*, Southwest Hydrology (Sept./Oct. 2007).

Letter from Lewis Operating Corp. to Riverside County Transportation Commission RE: The Villages of Lakeview; Foundation Amendment Request (September 12, 2005).

Lin, S. et al., *Childhood Asthma Hospitalization and Residential Exposure to State Route Traffic*, Environmental Research Section A, 88: 73-81 (2002).

Lohan, T., *Six New California Law Impacting Water*, Water Deeply (2016).

Los Angeles Dept. of City Planning, *Opportunities for Conservation in Residential Development*, Housing Element 2013-2021 (2013).

Mid County Parkway Final EIR/EIS and Final Section 4(f) Evaluation Volume 1(April 2015).

Mixed Use Trip Generation Model v 4.0, Model Updates, Fehr Peers

Mixed Use Trip Generation Model v 4.0, Instructions and Notes

Notice of Entry of Order Re Jurisdiction To Enforce Partial Settlement Agreement, Case No. RIC1600159 (October 25, 2017).

Orange County Grand Jury, Coastal Water Quality and Urban Runoff in Orange County

Platt, J. R., *The West Coast's Largest Estuary is Being Starved of Water*, [TakePart.com](http://TakePart.com) (2016).

Public Hearing Notice Procedure, Riverside County Planning Dept.

Ritzo, J. *Water Saving Strategies*, blog post at <http://www.314beachlofts.com/water-saving-strategies/> (2015).

Santa Ana Regional Water Control Board, Total Maximum Daily Loads (accessed 11/8/2017).

Shanesy, L., *Six Worthy Projects for World Water Day*, Builder (March 21, 2016).

Slabbekoorn, H. and Erwin A. P. Ripmeester, *Birdsong and anthropogenic noise: implications and applications for conservation*, *Molecular Ecology* 1:72-83 (2008).

Suglia SF, et al., *Association between Traffic-Related Black Carbon Exposure and Lung Function among Urban Women*, *Environ Health Perspect*, 116 (10): 1333-1337 (2008).

Tarroja, B. et al., *Capturing the benefits of integrated resource management for water and electricity utilities and the partners*, U.S. Dept. of Energy and UC Irvine (May 2016).

Tyrnauer, M., *Industrial Revolution, Take Two*, Vanity Fair (May 2008).

University of Southern California (USC), References: Living Near Busy Roads or Traffic Pollution (accessed 11/8/2017).

Villages of Lakeview, Notice of Public Hearing Before the Board of Supervisors (Nov. 14, 2017).

Villages of Lakeview, Public Hearing Notice, photo of sign (Nov. 14, 2017).

Weiser, M., *Drought a Long-Term Battle, Study Says*, Water Deeply (2016).

Wilson, T.S., Benjamin M. Sleeter and D. Richard Cameron, *Future land-use related water demand in California*, *Environ. Res. Lett.* 11 (2016).

11/14/2017

Dear Riverside County Superintendents

My name is Mary Manka and I am a retired Nurse Practitioner and I am speaking for myself and my sister, Margaret Hinnom. My family has lived in Nuevo for over 20 years, we love rural living and all the charm and community it brings. We are not against development in our community that is sited by the general plan. There has been growth in single family dwelling in our area.

What we do not like about the proposed Villages of Lakeview is that the first phase alone will increase our population greater than 200%. With this bust in population there will be an increase of approximately 14,000 vehicles on Romana Express Way daily. With the significant increase in exhaust and other chemicals from all types of vehicles and will only get worse.

The partial air pollution will increase minimally between 200% to 400% in phase one of this proposed project. This valley already has particle pollution from the dirt and the dust and the Villages of Lakeview will increase chemical particle pollution as well as dust. Toxic partial pollution is when gases and dust partial form toxin's that are not seen but form life treating chemical compounds into the air we breathe. The exposure to toxic Particle Pollution will increase all types of lung disease including and not limited to asthma, emphysema, COPD, bronchitis, bronchiolitis, cancer, and cardiovascular disease. There are three schools, an athletic field and at least 200 homes less than ½ mile from the Romana Express Way and children are highly susceptible to this type of pollution and disease.

As our county supervisor your duty is to our health and safety and the Villages of Lakeview will damage the children and families with disease that cannot be reversed and will limit the lives of the residents of Nuevo, including the tenants of the high density village proposed, impact personal finances as well as the county finances when your constituents can not work or afford any type of health care,

The Villages of Lakeview will bring a lot of money and promises to the county but at what cost to its people, Is it worth devastating disease and financial loss to the community including the county to develop a piece of property. You must vote no on this Villages of Lakeview ill-conceived and money driven plan.

Enclosed is an article describing Partial Pollution and its effect on the human body by the American Lung Association.

Respectfully



Mary Manka



Margaret Hannum

DONATE

CA



How can we help you?



Healthy Air

www.lung.org > Our Initiatives > Healthy Air > Outdoor > Air Pollution

## Particle Pollution

### Particle Pollution



Ever look at dirty truck exhaust?

The dirty, smoky part of that stream of exhaust is made of particle pollution. Overwhelming evidence shows that particle pollution—like that coming from that exhaust smoke—can kill. Particle pollution can increase the risk of heart disease, lung cancer and asthma attacks and can interfere with the growth and work of the lungs.

**What Is Particle Pollution?**

**Who Is at Risk?**

**What Can Particles Do to Your Health?**

**Short-Term Exposure Can Be Deadly?**

**Year-Round Exposure Can Kill and May Cause Cancer**

**Harper-Ihem, Kecia**

---

**From:** David Dazlich <ddazlich@riversidebia.org>  
**Sent:** Monday, November 13, 2017 5:02 PM  
**To:** Harper-Ihem, Kecia  
**Subject:** BIA Comment on 11.14 Planning Public Hearing Item 1  
**Attachments:** Villages of Lakeview BoS Comment Letter 11.13.17.pdf

Dear Ms. Harper-Ihem,

The Riverside County Building Industry Association has prepared a letter of comment on Item 1 under the Planning Public Hearing section of the 11/14/17 Board of supervisors agenda. Please find attached a copy of our comment letter on this item.

Thank you,

David Dazlich  
Deputy Director of Governmental Affairs  
BIA of Southern California- Riverside  
County Chapter  
Phone: (951) 505-2594 Fax: (951) 781-0509  
Email: [ddazlich@riversidebia.org](mailto:ddazlich@riversidebia.org)  
[www.riversidebia.org](http://www.riversidebia.org)  
An Affiliate of N.A.H.B. Washington D.C. &  
C.B.I.A. Sacramento

11/14/2017  
19.1

November 13, 2017

Board of Supervisors of Riverside County  
4080 Lemon Street 1st Floor  
Riverside, CA 92502



Building Industry Association  
of Southern California

3891 11th Street  
Riverside, California 92501  
Office (951) 781-7310  
Fax (951) 781-0509

**Re: The Villages of Lakeview Project**

Dear Riverside County Board of Supervisors,

The Building Industry Association of Riverside supports the proposed *Village of Lakeview* project located in the unincorporated area of Riverside County. Well-designed master-planned communities like this one take into consideration important impacts that effect the entire region.

The project provides the preliminary planning, execution and funding for the infrastructure needed to support new and existing residents. The traffic studies were expanded to a 10-mile radius around the project area and provide over \$100 million dollars in funding to help support improvements in and around other effected communities.

This project will create more than a thousand well-paid construction jobs over the next 25-30 years. In addition, permanent retail and service job opportunities will be available when the commercial phases are completed.

Most importantly, the project helps to address the housing crisis we face in this state by introducing a variety of housing options. Currently, due to a variety of factors, home builders are only able to produce 80,000 homes a year, 100,000 short of market need.

Lastly, the Lewis Group of Companies has an outstanding reputation for building communities that incorporate elements to their design that make living in the region even more desirable. Their "Healthy Communities" concept emphasizes sustainability, open spaces, parks & trails, education and environmental stewardship.

The BIA respectfully requests that the Board of Supervisors consider the strong merits of this project when making their decision for approval.

Thank you,

Clint Lorimore  
Director of Governmental Affairs

11/14/2017  
19-1



November 14, 2017

Honorable Marion Ashley  
Riverside County Board of Supervisors  
4080 Lemon Street, 5<sup>th</sup> floor  
Riverside, CA 92501

Dear Supervisor Ashley,

On September 19th, 2017, the San Jacinto City Council voted unanimously to officially support The Villages of Lakeview project.

The Villages of Lakeview will provide positive economic benefits for the entire San Jacinto valley, including surrounding cities and the City of San Jacinto. The community will provide thousands of jobs, during the course of construction and permanently, as well as development fees for needed public transportation improvements and public safety.

The Lewis Group of Companies is highly respected as a developer of quality new home communities and we look forward to development of the Villages of Lakeview.

Sincerely,

Scott Miller, Mayor  
City of San Jacinto

Cc: Robert A. Johnson, City Manager  
City Council of San Jacinto

Clerk's  
Original

## Response to November 13, 2017 Comment Letter from Friends of the Northern San Jacinto Valley (FNSJV)

The comment letter raised four issues, which have been responded to herein. Additionally, the comment raised regarding the HOME RULE "rule" does not raise an issue of adequacy of the EIR.

### (1) – Inadequate Project Description

Contrary to the commenter's assertion, the public was not presented with three versions of Specific Plan No. 342 and an unknown number of versions of the General Plan Amendments.

One "version" of the Specific Plan No. 342 identified in the comment refers to the 2010 Specific Plan project and EIR. As stated in the "Background" section of the County's Form 11, attached to the November 14, 2017 Board of Supervisor's Agenda:

#### *Environmental Analysis*

The Villages of Lakeview project was originally approved and the Final EIR certified on March 23, 2010, by the Board of Supervisors. The approval and EIR were subsequently challenged in a case called Friends of the Northern San Jacinto Valley v. County of Riverside (RIC10007572). On May 16, 2012, the Court issued a decision upholding the EIR on many grounds, but finding six areas in which the EIR was deficient. As part of the Court's order, the County was required to set aside the project approvals including certification of the EIR, and remedy the parts of the EIR that were held deficient. Nothing in the order required a "new" EIR.

In accordance with the Court's decision and order, an updated Specific Plan No. 342 and a revised Draft EIR (EIR No. 417) that addresses the six deficiencies identified in the decision, along with other updates to the EIR, were prepared and circulated for public review on September 30, 2016. The revised Draft EIR was sent to the State Clearinghouse on September 30, 2016. The 45-day public review period for the revised Draft EIR was open until November 14, 2016, in accordance with the California Environmental Quality Act (CEQA).

As shown above, approvals of the 2010 version of the project were set aside and an updated Specific Plan and revised EIR were prepared. The 2010 documents are still a part of the project's administrative record.

The comment states that the project description is inconsistent because "the County first describes the project as the 618 Page 2016 Specific Plan 342 proposed by the applicant [which was different than the 2010 Specific Plan 342, which did not include Alternative 7, and may be different in other ways]. Then in 2017, the County stated the project is now the 315 page 2016 Specific Plan 342 Alt. 7." Contrary to this assertion, the EIR contains a consistent project description.

Specifically, the EIR clearly explains the project analyzed in the EIR as follows:

THE VILLAGES OF LAKEVIEW project encompasses various land use entitlements being sought by the project proponent, Nuevo Development Company, LLC, from the lead agency, the County of Riverside, to implement the proposed project. In order to implement the proposed project, the following land use entitlement applications have been submitted to the County: General Plan Amendment Nos. 720 and 721, Specific Plan No. 342, Change of Zone No. 7055, and a Development Agreement 73. These

Submitted by John Snell  
11/14/17 (date) Item 19.1



entitlements and all associated on- and off-site infrastructure improvements are herein collectively referred to as the "THE VILLAGES OF LAKEVIEW" or "project" or combination thereof.

(EIR, § 3.4, p. 3.0-2). Impacts of the project are analyzed in EIR Section 4.0 (Environmental Effects Found Not to be Significant and NOP Comment Letters), Section 5.0 (Environmental Impact Analysis), and EIR Section 6.0 (Other CEQA Topics). Consistent with CEQA, the updated 2016 Specific Plan No. 342 was consistently evaluated throughout the EIR as the proposed project.

Updated Specific Plan No. 342 was revised during responses to comments on the Draft EIR and did not result in any material changes that alter the analysis in the EIR or change the EIR conclusions. The revisions consisted of minor modifications, corrections, and new and/or updated development standards. The version of Updated Specific Plan No. 342 containing these revisions was made available to the public, including via posting on the County's website at <http://planning.rctlma.org/Home/PlanningNotices/TheVillagesofLakeviewSP00342.aspx>. As expressly recognized in *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 199, cited by commenters, "The CEQA reporting process is not designed to freeze the ultimate proposal in the precise mold of the initial project; indeed, new and unforeseen insights may emerge during investigation, evoking revision of the original proposal."

The project description in this EIR does not suffer from the flaws at issue in the case cited by commenters, *San Joaquin Raptor Wildlife Rescue Center v. County of Stanislaus* (1974) 27 Cal. App. 4<sup>th</sup> 713, 740. In *San Joaquin Raptor Wildlife Rescue Center*, the court determined that an EIR project description improperly excluded a wastewater plant that was a necessary element of the development project. In that case, it was not possible to discern its scope or environmental consequences from the FEIR (*Id.* at 731). Commenter has not identified any components of the project that have been improperly excluded from the project description. Here, the project description thoroughly describes the project, including off-site improvements, which are described at EIR pp. 3.0 – 22 through 3.0 – 27. As such, the project description is adequate.

Likewise, the EIR does not suffer from the flaws identified in *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, also cited by commenters. In the *County of Inyo* case, the EIR project description included a small-scale groundwater project that would increase groundwater pumping for unanticipated uses in the Owens Valley, and excluded extractions for export to Los Angeles via a twin aqueduct system. However the EIR also discussed proposals "far broader than the initially described project" including "concrete-lining two canals to reduce percolation to the groundwater basin; in years of high runoff, exportation of additional water from the Owens Valley for the purpose of recharging the San Fernando groundwater basin in Los Angeles County; a water conservation program within the City of Los Angeles; rearrangement of Owens Valley reservoir operations in dry years by cutting the export rate as well as the supply of irrigation water within the valley; reduction of stockwater supplied within the Owens River basin from 18,600 to 5,600 acre-feet; extraction of groundwater at a long-term average pumping rate of 140 cfs and a high-year average of 315 cfs for export via the twin aqueducts as well as for in-valley use." 71 Cal.App.3d at 189-191. The court found that although new and unforeseen insights may emerge during investigation, evoking revision of the original proposal, the interrelated character of the proposal was known in advance and selection of the narrower project "as the launching pad for a

vastly wider proposal frustrated CEQA's public information aims." *Id.* at 199-200. Here, the EIR consistently describes and analyzes impacts associated with the project as set forth in EIR Section 3.0, Project Description. Alternative 7 proposes less density and is properly included as a project alternative in EIR Section 7.0, as detailed below. But the EIR's analysis never conflates the project and Alternative 7, and as such does not contain an unstable project description as occurred in *County of Inyo*.

Under CEQA, the EIR must analyze range of reasonable alternatives to the project that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives (CEQA Guidelines §15126.6). Within revised EIR Section 7.0, Alternative to the Proposed Project, Alternative 7 is included as an alternate land use plan that would reduce impacts primarily to traffic with less units and therefore less anticipated trips, as well as associated reductions in impacts to air quality, noise, and greenhouse gas emissions. Alternative 7 was added in response to Judge Waters' decision, as part of the County's effort to find ways to further reduce potential impacts from the proposed project (EIR, p. 1.0-3). Alternative 7 is not presented as the "project" analyzed in the EIR, but is appropriately evaluated as a project alternative in EIR Section 7.0.

Specifically, impacts from Alternative 7 were clearly addressed in Section 7.0 of the EIR., **Table 7-AA, Summary of Alternative 7 Mitigation Measures** clearly identifies the mitigation measures applicable to Alternative 7 and **Table 7-BB, Comparison of Alternatives Matrix**, clearly summarizes impacts of the proposed project in comparison to Alternative 7. A Specific Plan was prepared for Alternative 7 for consideration by the decision makers. The Alternative 7 Specific Plan was also revised during responses to comments on the Draft EIR and did not result in any material changes that alter the analysis in the EIR or change the EIR conclusions. The version of the Alternative 7 Specific Plan containing these revisions was made available to the public, including via posting on the County's website at <http://planning.rctlma.org/Home/PlanningNotices/TheVillagesofLakeviewSP00342.aspx>. As noted above, *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 199, cited by commenters, expressly recognizes that "[t]he CEQA reporting process is not designed to freeze the ultimate proposal in the precise mold of the initial project; indeed, new and unforeseen insights may emerge during investigation, evoking revision of the original proposal."

Therefore, the project description is not unstable or internally inconsistent. The "project" analyzed in the EIR is clearly outlined in EIR Section 3.0, and Alternative 7 is clearly identified as an alternative in EIR Section 7.0. The EIR concludes that Alternative 7 is the environmentally superior alternative for the reasons outlined on EIR p. 7.0 – 182. Accordingly, Staff have recommended that the County deny Specific Plan No. 342 as proposed by the applicant, and approve Alternative 7 (See, e.g, September 6, 2017 Planning Commission Staff Report, Item 4.2, Recommendations). If the County determines to adopt Alternative 7, the findings and statement of overriding conditions will address Alternative 7.

The comment asserts "changes are unclear as to how the amount of land zoned agricultural and in conservation easement has changed from 342/2016 and where it is located." Specifically with regard to agricultural resources, **Table 7-B, Alternative 7 Proposed Land Use**, shows that 145 acres of agricultural uses are proposed within the Alternative 7 site (EIR, p. 7.0-15), as compared to 0 acres of designated agricultural uses in the Project. In fact, under Alternative 7, a total of 246 acres of land can be used for

agriculture compared to 126 acres for the proposed project. These agricultural uses are shown on **Figure 7-4, Alternative 7 Revised Specific Plan/Reduced Density**. Moreover, Alternative 7 will have no indirect impact to off-site Williamson Act contracted because Alternative 7 proposes a road and agricultural uses adjacent to the western boundary of the Williamson Act contracted property in the Lakeview 5 agricultural preserve north of Ramona Expressway, 145 acres of designated Ag land compared to 0 acres designated Ag land for the proposed project. The comparison between the Project and Alternative 7 can clearly be seen by comparing Table 5.2-A with Table 7-C, and reviewing Table 7-D, all of which are in the EIR and are copied for reference here:

**Table 5.2-A, FMMP Farmland Acreage within Specific Plan Area**

<b>2012 FMMP Farmland and Other Categories</b>	<b>Existing Acreage</b>	<b>Proposed Residential, Commercial and Other Development</b>	<b>MWD Aqueduct Right of Way</b>	<b>Proposed Open Space</b>
Prime Farmland	943	915	15	13
Farmland of Statewide Importance	355	316	11	28
Unique Farmland	42	34	-	8
Locally Important Farmland	216	165	37	14
Other Land	1,104	146	19	939
Urban and Built-up Land	126	112	14	-
<b>Totals</b>	<b>2,786</b>	<b>1,688</b>	<b>96</b>	<b>1,002</b>

All table values are based on 2012 Department of Conservation FMMP maps for Riverside County and are rounded to the nearest whole acre.

**Table 7-C, FMMP Farmland Acreage within Alternative 7**

<b>2012 FMMP Farmland and Other Categories</b>	<b>Existing Acreage</b>	<b>Proposed Residential, Commercial and Other Development</b>	<b>MWD Aqueduct Right of Way</b>	<b>Proposed Open Space</b>	<b>Proposed Agriculture</b>
Prime Farmland	980	811	16	33	120
Farmland of Statewide Importance	343	294	11	32	5
Unique Farmland	42	19	0	19	4
Locally Important Farmland	225	152	40	17	16
Other Land	1,085	136	2	948	0
Urban and Built-up Land	208	196	12	0	0
<b>Totals</b>	<b>2,883</b>	<b>1,608</b>	<b>81</b>	<b>1,049</b>	<b>145</b>

All table values are based on 2012 Department of Conservation FMMP maps for Riverside County and are rounded to the nearest whole acre.

Table 7-D, Proposed Project and Alternative 7 Loss of Farmland Comparison Table

Type of Farmland	Proposed Project			Alternative 7		
	Total Farmland (acres)	Farmland Which Will be Developed (acres)	Percent of Total	Total Farmland (acres)	Farmland Which Will be Developed (acres)	Percent of Total
Prime Farmland	943	915	97%	980	827	84%
Farmland of Statewide Importance	355	316	89%	343	305	89%
Unique Farmland	42	34	81%	42	19	45%
Farmland of Local Importance	216	165	75%	225	192	86%
<b>TOTAL</b>	<b>1,556</b>	<b>1,430</b>	<b>92%</b>	<b>1,590</b>	<b>1,343</b>	<b>84%</b>

Developed as used in this table refers to residential, commercial and other development and includes land within the MWD Aqueduct right of Way.

All table values are based on 2012 Department of Conservation FMMP maps for Riverside County and are rounded to the nearest whole acre.

With regards to the traffic impact analysis, the County did not rely on the original traffic analysis, but instead conducted a new Traffic Impact Analysis (TIA). A comprehensive transportation memorandum titled Summary of Differences Between the 2008 Assessment and the 2013 Assessment for The Villages of Lakeview (TVOL) Project was completed January 28, 2015 by Fehr & Peers (included as Appendix L of the Traffic Impact Study).<sup>1</sup>

The EIR does address impacts and mitigation measures required both with and without construction of the Mid-County Parkway for the Project and for Alternative 7. (See Response to Comment 5 of the commenter's October 3, 2017 comment letter). The commenter is correct that Alternative 7 eliminates the frontage road (JJ Street). As explained on pages 7.0-68 to 86 the cumulative analysis for Alternative 7 included the Mid County Parkway alignments and geometrics (e.g. on and off-ramps, number of lanes, alignment). Moreover, contingencies were built into mitigation measures required under the cumulative scenario in the event that the Mid County Parkway is not constructed prior to build out of the Project.

Regarding the changes resulting from consultation with CDFW and FWS, as stated in the Form 11 attached to the November 14, 2017 Agenda, refinement of mitigation measures and/or conditions of approval are being proposed to further minimize impacts to the San Jacinto Wildlife Area and will be provided to the Board of Supervisors. The refinement of mitigation does not indicate a lack of a stable project description. The mitigation of the project is not the project itself and the environmental review process is designed with the intention of allowing comments on proposed mitigation, and for the lead agency to revise the mitigation measures in response to such comments.

As stated in Response to Comment 3 from the commenter's October 3, 2017 comment letter:

<sup>1</sup> The 2013 Assessment refers to the Fehr & Peers *Traffic Impact Study* created in October 2013. Since that version, several updates have been incorporated in the Traffic Impact Study. None of these changes modified the technical analysis or changed the results of the traffic impact assessment. The 2008 Assessment refers to the Albert A. Webb Associates *Traffic Impact Study Report* dated September 13, 2007. Reference to the previous assessment or study as either 2007 or 2008 study refers to the same document.

In regards to the Findings of Fact and Statement of Overriding Considerations for the EIR, if the Board of Supervisors after hearing public testimony tentatively approves the project, staff will prepare the necessary findings and statement of overriding considerations consistent with the Board of Supervisors' action. These findings and statement of overriding considerations will be brought back to the Board of Supervisors for consideration as an item on the Board's regularly scheduled agenda. They will also be available for the public to review in accordance with the applicable law, including the Brown Act. There is no requirement pursuant to CEQA or the State CEQA Guidelines requiring the findings and statement of overriding considerations to be made available for public review "30 days before the next Planning Commission Hearing" as stated in the comment.

As previously described above, the impacts of Alternative 7 and comparison with the proposed project are provided in the EIR (See Section 7.0).

## (2) – Subsequent EIR

The commenter is not correct that THE VILLAGES OF LAKEVIEW Specific Plan (SP 342) is a new project. Instead SP 342 was revised in response to a challenge to the EIR prepared for SP 342 and certified on March 23, 2010. Commenter seems to not understand the procedural process.

As explained in Section 2.6 of the EIR, Response to Decision, SP 342 was originally approved and the Final EIR was certified on March 23, 2010 by the Riverside County Board of Supervisors. The validity of the EIR was challenged under CEQA by several environmental groups in a case called Friends of the Northern San Jacinto Valley v. County of Riverside (RIC10007572). Numerous issues were litigated and on May 16, 2012 Judge Waters issued a Decision upholding the EIR on many grounds, but finding six areas in which the EIR was deficient (the "Decision").

As such, the County was required to set aside the project approvals including the Specific Plan and certification of the EIR. Thus, with the approvals rescinded the EIR and Specific Plan were again in draft form. The County then revised the parts of the EIR that were held deficient, consistent with CEQA section 21168.9(b). The parts of the EIR that were upheld by Judge Waters did not need to be amended and the County could have limited the revised EIR to only the six areas that Judge Waters ruled on but instead it voluntarily revised the entire EIR. (*Rominger v. County of Colusa* (2014) 229 Cal.App.4th 690, 700 (voluntarily exceeding the requirements of CEQA does not create a duty under CEQA)).

In accordance with the Decision, an updated Specific Plan No. 342 and a revised EIR that addresses the six deficiencies identified in the Decision, as well as providing other updates to the EIR beyond those identified in the EIR, were prepared and circulated for public review on September 30, 2016. The revisions to Specific Plan 342 do not constitute a "new" Specific Plan, and as with the EIR, Specific Plan 342 was revised to respond to the Decision.

As explained in EIR Section 3.0, Project Description, a new project alternative known as "Alternative 7" was included in the revised Draft EIR. Alternative 7 reduces the GHG emissions from mobile vehicles, results in less traffic, reduces impacts to farmland, reduces indirect impacts to the San Jacinto Wildlife Area, and eliminates the need to extend a Mid County Parkway undercrossing. Alternative 7 adds

acreage along the western edge of the project site and removes acreage along the eastern edge, has a smaller development footprint and fewer dwelling units than the proposed project, adds a high school and joint use sports fields, and increases preserved Open Space as well overall acreage (by 97 acres) relative to the proposed project. Alternative 7 was appropriately included as an alternative that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen significant effects of the project. (CEQA Guidelines § 15126.6(a)).

As noted on page 1.0-8 of the FEIR, because preparation of the revised EIR began in 2013 the year 2013 was selected as a baseline year for the analysis. The County correctly used the actual physical environment existing at the time that environmental review is commenced as the environmental baseline for the EIR. (CEQA Guidelines §15125(a); *Communities for a Better Environment v. South Coast Air Quality Management District* (2010) 48 Cal.4th 310, 320-321).

Commenter also cites the three factors under Section 21166 and the three circumstances where an updated analysis is required. Those factors are not at issue here when the EIR was decertified and a revised EIR was prepared and will now be certified. Addition of Alternative 7 was not a “substantial change” it was the addition of a new alternative to the analysis to support the robustness of the alternatives that were analyzed.

The revised EIR analyzes impacts related to climate change (EIR, pp. 5.16-39 – 76), drought (EIR, pp. 5.15-28 – 32; 5.15-40) and renewable/solar energy (EIR, pp. 5.16-60 – 63). Finally, the risks of fire and flooding were both analyzed in the revised EIR (fire at EIR pp. 5.7-20, 21, 30)(flooding at EIR pp. 5.8-5 – 11; 5.8-24; 5.8-25; 5.8-26; 5.8-27 – 29; 5.8-60 – 63; 5.8-65 – 66)

### (3) – 100% Renewable Energy

Paragraphs 1 and 2 of this comment provide information on a recent report that was issued and discusses the state of the science that is consistent with the information included in the Draft EIR, however, there is no substantive critique of the analysis included in the Draft EIR regarding the GHG analysis.

Paragraph 3 in this comment suggests that the County of Riverside commit to 100% renewable energy by 2045. The Project is not in a position to create 100% renewable energy for the County as the Project is not an energy production project. The utility in the region is Southern California Edison, and they control the power mix that will exist for the County of Riverside. Currently, the state has established a Renewable Portfolio Standard that requires utilities to increase their renewable energy generation with a goal of achieving 50% renewables by 2030.

Nevertheless, the County Of Riverside Climate Action Plan includes numerous measures with a focus on increasing the amount of renewable energy generated or relied upon in the County. Recently on September 18, 2017, the county reached a Settlement Agreement on the Climate Action Plan. The Settlement Agreement includes amendments to the General Plan to clarify that “The County shall require implementation of the greenhouse gas reduction policies and measures established under the County Climate Action Plan for all new discretionary development proposals”. Notably, there are the following commitments in the Climate Action Plan that would increase the amount of renewable energy generated in the County beyond the measures being implemented at the state level:

- **Measure R2-E2:** This measure facilitates the voluntary incorporation of renewable energy (such as photovoltaic panels) into new residential developments. For participating developments, the use of on-site renewable energy should reduce new home's projected use of grid energy by 50% by the use of on-site renewable energy. As an alternative, project proponent can buy into a purchased energy offset program through SCAQMD, SCE, or other that will allow purchase of electricity generated by renewable resources off-site.
- **Measure R2-E4:** This measure initiates an incentive program that encourages residents to retrofit their homes with photovoltaic panels such that 50% of all of the home's electrical usage is offset.
- **Measure R2-E6:** This measure facilitates the voluntary incorporation of on-site renewable energy generation into design and construction of new commercial, office, and industrial development. A project can earn points in the screening table for renewable energy generation if it is incorporated such that a minimum of 20% of proposed projects total energy needs are offset. In addition, it encourages all facilities to be equipped with solar ready features where feasible. As an alternative or in support of providing on-site renewable energy, the project proponent can buy into a purchased energy offset program through SCAQMD, SCE, or other that will allow purchase of electricity generated by renewable resources off-site. Offsets should equal 20% of projected energy consumption of development.
- **Measure R2-E7:** This measure would encourage all commercial or industrial buildings undergoing major renovations to reduce their energy consumptions by a minimum 20%. This reduction goal can be achieved through incorporation of energy efficiency goals or renewable energy technologies like solar water heaters and solar panels.
- **Measure R3-E1:** Under this measure Riverside County would identify and remove regulatory barriers to implementation of green building practices and incorporation of renewable energy systems. This measure could be further enhanced by implementing incentives such as permit streamlining and CEQA streamlining in exchange for incorporating green building practices or renewable energy systems.
- **Measure R3-E3:** This measure facilitates the incorporation of innovative, grant funded or low-interest financing programs for renewable energy projects for both existing and new developments.

The Settlement Agreement does not change these measures, however, it does include a revised amendment to the CAP regarding on-site renewable energy production. This amendment establishes a more detailed requirement for development projects to offset energy demands. The Project is consistent with the CAP as shown by the screening table assessment included in the EIR, and has amended the mitigation measures to require compliance with the amended CAP based on the Settlement Agreement and several mitigation measures already address the renewable energy generation discussed in the Settlement Agreement amendment. The Project mitigation measures that address increased use renewable energy are provided below:

- **MM GHG 26:** The project developers shall produce or cause to be produced renewable electricity, or secure GHG offsets or credits recognized or validated by the California Air

Resources Board or the South Coast Air Quality Management District, that is equivalent to the installation of one photovoltaic (i.e., solar) power system no smaller than a 2-kilowatt (kW) solar panel installation for every single-family residence, and for every 1,600 square feet of non-residential roof area available for solar panels, on the project site. Offsets will be used as a backup for solar up to the equivalent of 2.0kW if the single-family residence is not build with a solar power system. This shall not apply to multi-family residences.

- **MM GHG 27:** The project developers shall provide all single-family homebuyers with the option to include a photovoltaic array system as a home design feature.
- **MM GHG 28:** The project developers shall equip a minimum of 70 percent of public and community pools and spas with active solar water heating systems where heating is necessary or desired.

#### (4) – CEQA Compliance

The comment incorrectly states that the EIR “rel[ies] on faulty MSHCP compliance” to analyze impacts to biological resources. The EIR appropriately evaluated impacts to biological resources in Section 5.4, using the County’s CEQA Thresholds of Significance (EIR, p. 5.4-26). Specifically, Threshold A considers: “Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?” (EIR, p. 5.4-31) The EIR thoroughly analyzes the project’s impacts under this threshold (EIR pp. 5.4 – 31 through 5.4 – 48).

Commenters raised this issue their comment letter on the Draft EIR, and the Final EIR addressed those comments. As stated in Response to Comments L-2 and L-3 in the Final EIR:

#### **Response to Comment L-2:**

Section 2826 of the Natural Communities Conservation Planning Act (NCCP) indicates that if a project is located in an NCCP area, they are not automatically exempt from Division 13 of the Public Resources Code (PRC) (i.e. the California Environmental Quality Act) because of the NCCP provision. The proposed project did not exempt or alter the applicability of CEQA; rather, the project underwent the preparation of an EIR and does not purport to be exempt from Division 13 of the PRC.

#### **Response to Comment L-3:**

The County disagrees with the commenter’s statement regarding the failure of the EIR to appropriately comply with CEQA related to direct, indirect, and cumulative impacts to endangered and special status species and to public lands. See Response to Comment L-2 above related to the assertion that CEQA was circumvented. The NCCP Act was not violated as a result of the EIR prepared for this project. Section 5.4, Biological Resources and Section 6.0, Other CEQA Topics of the EIR does address direct, indirect and cumulative impacts related to endangered and special status species of the project being built-out, as well as the indirect



effects on public lands (e.g. the San Jacinto Wildlife Area) (EIR, p. 5.4-53). See comments below for additional details.

It is noted that other responses to comments also explain that the EIR appropriately analyzed compliance with the MSHCP, including for example: Final EIR Response to Comment I-140; October 4, 2017 Planning Commission Staff Report Response to Comment BC-56; and October 4, 2017 Planning Commission Staff Report Response to Comment CBD-18.

As in EIR Comment L-2, commenter refers again here to Fish and Game Code Section 2826. To clarify, the referenced section of the Fish and Game Code only includes this limited statement:

Nothing in this chapter exempts a project proposed in a natural community conservation planning area from Division 13 (commencing with Section 21000) of the Public Resources Code or otherwise alters or affects the applicability of that division.

The Fish and Game Code reference to Public Resources Code Division 13 refers to CEQA. The EIR does not purport that the project is exempt from CEQA. Quite to the contrary, the EIR provided a detailed assessment of the direct, indirect, and cumulative impacts that may occur to biological resources as required under CEQA, including under Threshold A, which examines the project's consistency with the MSHCP (EIR Section 5.4).

*Clerk's Original*

**Response to Written Testimony/Comments Received November 13, 2017 (10:32 pm) from Kathleen Dale**

Ms. Dale's written testimony consists of introductory comments and 10 questions.

**Response to Introductory Comments:**

The commenter's participation in the Planning Commission hearings is noted. No specifics are provided regarding the alleged irregularities in the noticing for the November 14, 2017 public hearing. Consistent with County policy notices were posted on the project site and mailed by the Clerk of the Board to surrounding property owners. The comment does not specify any procedural issue, and none is known by the County. The case files referenced in the project's notices refer to the package provided to the Board of Supervisors, all of which are available on the County's website (<http://riversidecountyca.ig2.com/Citizens/Board/1000-Riverside-County-Board-of-Supervisors>). The public may also view information regarding the proposed project at the County Planning Department upon request.

The comment incorrectly asserts that the project conflicts with the County's planning for this area. Consistency with the General Plan is thoroughly addressed in EIR Section 5.9 (Land Use and Planning) and EIR Appendix N. The EIR's analysis of Alternative 7 notes that "Alternative 7 would also be consistent with the same applicable General Plan and Area Plan policies, as amended by GPA No. 720 and 721, similar to the proposed project, which are discussed Section 5.9, Land Use and Planning and Appendix N." (EIR, p. 7.0-57)

The comment suggests that EIR Table 7-A indicates that because 1,276 homes could be established within the project area under current zoning/entitlements, "no reasonable person who moved to this area to enjoy a rural lifestyle would have ever contemplated that the area would be allowed a 7-fold to 10-fold increase in development intensity." This comment relates to the merits of the project, and does not address the adequacy of the CEQA document.

The comment also disagrees that the project constitutes "smart growth." It is noted that consistency with smart growth principles is discussed at length in the EIR and various responses to comments, including but not limited to EIR Section 3.5 (Project Objectives), Section 5.14 (Transportation/Traffic), 5.16 (Greenhouse Gas Emissions). In fact, as noted on EIR pp. 5.16 – 75 & 76, "SCAG stated that THE VILLAGES OF LAKEVIEW meets the RTP/SCS goals "because it espouses smart growth principles such as compact building design, integration of uses and walkability, thereby reducing vehicle miles traveled on freeways. TVOL is the type of master-planned community we need in greenfield locations and it fits right into our RTP/SCS.

Lastly, it is within the Board of Supervisors' discretion to approve the project and the commenters opposition to taking action is noted.

Applicant  
*John Snell*  
Submitted by \_\_\_\_\_  
11/14/17 Item 19.1  
(date)

**Response to Question 1:**

At the time the written testimony was provided to the County, the project's fiscal impact analysis was a draft document and has not been approved. The County does not make draft technical reports available to the public until such reports have been finalized. Once the fiscal impact analysis is approved, a copy of the final fiscal impact analysis will be available to the public.

The county fiscal guidelines provide a framework to implement industry standard standards methods (i.e., case study and per capita multiplier), the basic math of preparing fiscal impact analysis, while also giving direction to address the adequacy of levels of service. Because the current County budget is used to update all the cost factors, the budgeting process keeps the County's budgeting process current.

**Response to Question 2:**

The project proposes to widen the Ramona Expressway to the width of the Mid County Parkway (MCP). The project will also implement Condition of Approval 30.Trans 012, which states:

MM Trans 10 - Alt. 7: At 1,300 units developed as a part of Alternative 7 and if the Mid County Parkway has not been constructed, the project proponent or subsequent developer shall widen Ramona Expressway from Rider Street to Lakeview Avenue from 2 lanes to a 4-lane expressway, including any required bridge widening.

The project is fully mitigating its impacts on traffic infrastructure, as it was doing in 2006. Under the Alternative 7 Project, the size and scale of the development is significantly reduced to 8,725 units. This also proportionally lessens the Project's impacts compared to the 2006 project and a comparison to that 2006 project to the Alternative 7 Project being recommended in 2017 is an apples to oranges comparison. In addition, the Project also now has a Development Agreement which has contractually required many additional benefits to the area and to the County. For all of these reasons, there are difference in exactly what is provided by the project.

**Response to Question 3:**

Development of the project site with one-half acre lots would not achieve any of the project Objectives with regard to Smart Growth Network Principles a, b, c, d, e, f, h or i. Because development of the project site with one-half acre lots would not achieve eight of the project's 10 basic objectives, it is not considered feasible, and therefore not evaluated in the EIR. As discussed in the EIR and in Response to Comments I-89 and I-90, CEQA requires the evaluation of a range of reasonable alternatives that which would feasibility attain most of the basin project objectives. Alternative 2 considered the development consistent with the existing zoning thus an alternative consistent with the intent of this comment. The EIR only has to consider a reasonable range of alternatives not every suggested alternative. CEQA Guidelines §15126.6(a),(c) ("[t]here is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason," citing *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553); *City of Maywood v. Los Angeles Unified School Dist.* (2012) 208 Cal.App.4th 362, 420-421 ("CEQA does not require that an agency consider specific alternatives that are proposed by

members of the public or other outside agencies”). Moreover, the EIR evaluated six other alternatives (total of seven) to the proposed project and concluded that unlike the other alternatives to the proposed project, because Alternative 7 meets all of the proposed project’s objectives, and would reduce the degree of significant impacts (with an exception to off-site roadway noise at one additional roadway segment) compared to the proposed project, Alternative 7 has been determined to be environmentally superior to THE VILLAGES OF LAKEVIEW project. The recommendation to the Board of Supervisors is to adopt the environmentally superior project.

**Response to Question 4:**

The commenter provides the commenter’s opinion regarding the benefits provided through the Development Agreement and disagrees with the degree of benefit the County and its residents will receive regarding parks, trails, meeting spaces, and development fees. The Development Agreement does not relate to the adequacy of the CEQA document or the adequacy of the Project’s mitigation of any project impacts.

**Response to Question 5:**

The commenter incorrectly asserts that the Specific Plan is “unclear” and internally inconsistent.

These comments relate to the merits of the Specific Plan and do not address the adequacy of the CEQA document. With regard to the specificity of the Specific Plan, as stated in the EIR, as authorized by Government Code Section 65450 *et seq.*, the Specific Plan establishes unique and uniform development standards for the project site, describes the location, density, and intensity of development, and discusses the funding and implementation of infrastructure needed for the proposed project. (EIR, p. 3.0 – 5). The comments on the exhibit referenced in this comment relate to the merits of the Specific Plan, and do not address the adequacy of the CEQA document. Finally, it is noted that land use and planning impacts of the Project and Alternative 7 are thoroughly addressed in the EIR. (EIR Section 5.9, Land Use and Planning; EIR Section 7.0, Alternatives).

**Response to Question 6:**

The comment incorrectly suggests that the project conflicts with the General Plan. It is noted that the comment does not fully and accurately represent the Riverside County General Plan Certainty System, outlined in General Plan Chapter 11 (Administration Element). The Certainty System includes four parts, including #4, Amendments: It is clear that the timing, rationale, and process for amending the General Plan are critical ingredients in maintaining the long term viability of the General Plan. That is why carefully crafted descriptions of this aspect of the Certainty System are included in the General Plan.

As stated in General Plan Chapter 11 (Administration Element), the Certainty System seeks to satisfy objectives related to General Plan amendments, for example:

- 4. Establish a set of rules and procedures for amending the General Plan that are fair, firm and equitable.

- 5. Empower any property owner to seek an amendment according to established procedure.
- 6. Avoid erosion of the foundation components upon which the General Plan is structured by requiring consideration of any changes to them to be conducted in a comprehensive manner.
- 7. Provide for extraordinary and unpredictable circumstances.
- 8. Establish clarity in assessing proposed amendments at the earliest possible time in the process.
- 9. Clarify the findings appropriate to each amendment category.
- 12. Strike a sustainable balance between certainty in critical aspects of the General Plan, and flexibility in response to changing conditions and opportunities where such flexibility contributes to achieving the Vision.

The EIR (Section 5.9, Land Use and Planning) and staff reports have addressed how the project satisfies the findings required for General Plan amendments proposed as part of the project.

An analysis of the Project's consistency with all of the 2003 General Plan and 2015 General Plan policies and Lakeview Nuevo Area Plan (LNAP) policies is included in EIR Appendix N and on EIR page 7.0-57 . As indicated in the EIR, with approval of GPA No. 720 and GPA No. 721, the project and Alternative 7 are consistent with and do not frustrate the goals and policies of the General Plan's Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality and Healthy Communities Elements or the goals and policies of the LNAP.

The comment correctly notes that GPA 960 of the County's General Plan Circulation Element identifies Lakeview Avenue, Nuevo Road, and Hansen Avenue as a collector roadway. However, as seen in Figure C-1, circulation designation for the County's roadways set a required minimum number of lanes and state that the lane numbers are approximate and also based on the minimum width of the right of way. Figure C-1 states that collectors in the County must have a right of way of 74 feet and 2 lanes. Collectors are defined as a "[s]treet intended to serve intensive residential land use, multiple-family dwellings, or to convey traffic through an area to roads of equal or similar classification or higher." The widening of specified segments of Lakeview Avenue, Nuevo Road and Hansen Avenue will not change the intended service or require additional right of way and the widening of these segments does not require changing the roadway designation.

Moreover, Table C-1 which identifies the street classification for the County, notes that the identified number of lanes is approximate as shown in the last column below.

**Table C-1  
Street Classification as identified in the city Riverside County Transportation Department  
Standards and Specifications**

Classification	Definition	Minimum Right-of-Way Width Required	Number of Lanes Required (Approximate)
Freeway	Highway upon which the abutter's rights of access are controlled and which provides separated grades at intersecting streets.	To be determined by Caltrans	To be determined by Caltrans
Expressway	Multi-modal highway corridor for through traffic to which access from abutting property is restricted. Intersections with other streets or highways shall be limited to approximately one-half mile intervals.	220 to 184 feet	6 or 8 lanes, additional rights-of-way may be needed at intersections
Urban Arterial	Highway primarily for through traffic where anticipated traffic volumes exceed four-lane capacity. Access from other streets or highways shall be limited to approximately one-quarter mile intervals.	152 feet	6 or 8 lanes, additional rights-of-way may be required at intersections
Arterial Highway	Divided highway primarily for through traffic to which access from abutting property shall be kept at a minimum. Intersections with other streets or highways shall be limited to approximately one-quarter mile intervals.	128 feet	4 or 6 lanes, additional right of way may be required at intersections
Mountain Arterial Mountain Highway	Highway intended to serve through traffic in mountainous areas zoned for low density residential development. Access from abutting property shall be kept at a minimum. Intersections with other streets or highways shall be limited to approximately 330-foot intervals.	110 feet	2 to 4 lanes, additional right-of-way may be required at intersections.
Major Highway	Highway intended to serve property zoned for major industrial and commercial uses, or to serve through traffic. Intersections with other streets or highways may be limited to approximately 660-foot intervals.	118 feet	4 lanes, additional rights-of-way may be required at intersections
Secondary Highway	Highway intended to serve through traffic along longer routes between major traffic generating areas or to serve property zoned for multiple residential, secondary industrial or commercial uses. Intersections with other streets and highways may be limited to 330-foot intervals.	100 feet	4 lanes, generally no turn lanes, and additional right-of-way may be required at intersections
Collector Street	Street intended to serve intensive residential land use, multiple-family dwellings, or to convey traffic through an area to roads of equal or similar classification or higher. It may also serve as a cul-de-sac in industrial or commercial use areas but shall not exceed 660 feet in length when so used.	74 feet	2 lanes
Industrial Collector	A circulatory street with a continuous left-turn lane with at least one end connecting to a road of equal or greater classification.	78 feet	2 lanes

Additionally, Policy C 3.1 of the general plan provides the following direction:

*Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-3 may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.*

County policy C 3.3 also provides the following direction:

*Implement design guidelines that identify intersection improvements consistent with the lane geometrics in Table C-2 unless additional lanes are needed to maintain consistency with Policy C 2.2 [Policy C 2.2 identifies the need for traffic studies and the County's desire to achieve appropriate levels of service]. Where roadway classifications change on a continuous alignment, the standards of the higher classification will normally be transitioned on a portion of the roadway that has the lower classification,*

*particularly where the change takes place at roadway intersections. This may result in additional right of way or lanes being required above the standards shown in Figure C-3 for the segment with the lower classification to accommodate the transition.*

As noted in the above policies, the standards and roadway designation can be approved by the Director of Transportation and the policies provide direction about modification of the identified classifications and roadway standards which are allowed by general plan policy.

Furthermore, Policies LNAP 9.1 and 9.2 state the following as part of the Lakeview/Nuevo Area Plan:

*Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the Functional Classifications and Standards section of the General Plan Circulation Element.*

*Maintain Riverside County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.*

Given the above policy direction related to modifications of the roadway segment requirements, Thus, the identified widening of the noted roadways is still be consistent with the General Plan and Area Plan guidance and would not require a General Plan Amendment.

**Response to Comment 7:**

The comment is correct that the County recently initiated the Ethanac Corridor project, which is looking at improved east-west connectivity through the County. The project would consist of three major components: (1) the extension of Ethanac west to intersect with SR-74, (2) an extension of Nichols east to intersect with SR-74, and (3) a future grade separation of Ethanac with the railroad tracks east of I-215 to provide direct east-west connectivity from SR-74 to I-15 at the Nichols Road interchange.

The project is in pre-planning stages. Specifically, the County is undertaking a scoping process to identify future steps for the project and to provide recommendations related to future phasing and sequencing of the identified improvements.

It should be noted that this project is not currently funded for construction and just initiated the public outreach process to solicit public input. It will need to undergo a variety of subsequent studies (including CEQA) prior to implementation and funding will also need to be finalized.

Given that this project is not currently funded to implement a full expressway facility, it was not included in the transportation assessment for TVOL which is an appropriate assumption for this project.

Although it is not appropriate to assume an expressway-like facility on the Ethanac corridor, Fehr & Peers is working on the Ethanac Expressway project for the County and has looked at travel patterns to/from the new facility. Specifically, most of the travel demand to/from the Ethanac corridor is destined for I-15 to the north or the Lake Elsinore retail/employment areas on Central Avenue. The traffic demand is small to/from the Lakeview/Nuevo area since Mid County Parkway/Cajalco Road provides faster and more direct access to I-15 across the County from this area and residents are more likely to visit retail/employment areas in the Moreno Valley area given the area's proximity to those areas. As such, most of the traffic that is expected on Ethanac Expressway is from the San Jacinto/Hemet area and from SR-79 to the east; not the Lakeveiw/Nuevo area or the proposed TVOL project.

Given the above information, the assumed shift of project traffic to Mid County Parkway and the reduction of related traffic and noise impacts is appropriate.

**Response to Question 8:**

Regarding project modifications, the attachment provided states:

**Project Modifications Post-JPR-Finalization.** If a project is revised and the revision would have an impact on the conservation assumed in the JPR, the RCA must re-review the project and modify the JPR.

Alternative 7 does not impact the conservation assumed in the 2008 JPR. In fact, Alternative 7 proposes *more conservation* than what was evaluated in the 2008 JPR. Therefore, re-review and modification of the JPR is not required.

**Response to Question 9:**

The project was presented to the Nuview/Romoland Municipal Advisory Council on August 17, 2017.

**Response to Question 10:**

In the spirit of interagency coordination, Eastern Municipal Water District requested a representative of the Riverside County Planning Department attend the November 8, 2017 meeting and the County honored that request and such action was not inappropriate.



*Clerks - Original*

**Response to November 10, 2017 Comment Letter from Endangered Habitats League**

With the exception of the second to last paragraph regarding the proposed project's Extraordinary Foundation Amendment findings, the concerns voiced in this letter are the same as those submitted in the commenter's August 31, 2017 letter and November 11, 2016 letter. Response to the August 31, 2017 letter was attached to the October 4, 2017 Planning Commission Staff Report and emailed to the commenter. Responses to the November 11, 2016 letter were addressed in Final EIR Response to Comment Letter H.

The first two mandatory findings for the Extraordinary Foundation Component Amendment related to new conditions and a compelling event are addressed, at length, on pages 18 to 21 of the October 18, 2017 Planning Commission Staff Report. As explained in the findings:

While the project is not currently located adjacent to similar type or intensity of development, the project is located on what is currently a major transportation corridor, Ramoná Expressway, to justify locating such a substantial sized development along this current major transportation corridor. Beyond the existing transportation corridor, the project is located adjacent to what is anticipated to expand to an even greater transportation corridor, the Mid County Parkway, which although not fully approved and certain, is anticipated to be developed and may be considered in its current status for this project with an approved Environmental Impact Report/Environmental Impact Statement from 2015. Additionally, the project is providing for conservation areas which help serve to further secure lands as open space corridors. Further in its discussion on Population Growth, the Riverside County Vision states that the focus on growth is on quality development, not on halting growth. The project with its land use plan and other provisions will require the development of a well-designed, quality community.

The findings go on to further state the project will assist the County in compliance with the MSHCP and furthering the objectives of the General Plan. Finally, while parcel assembly may be a common practice for developers, the scale of the project at almost 3,000 acres is not common. The size of this development presents a unique opportunity to provide a comprehensive master plan. Therefore, the commenter's claims are unsupported and the County has provided the required findings to justify the Extraordinary General Plan Foundation Component Amendment.

Finally, it is noted that commenter incorrectly suggests that it is necessary to demonstrate that the "proposed Foundation change is the 'minimum necessary' action needed to build the Ramona Expressway or to assembly the MSHCP." The General Plan Administration Element does not require demonstration that the Foundation change is the minimum necessary action.

*Applicant*  
*John Snell*

Submitted by \_\_\_\_\_  
11/14/17 (date) Item 19.1

2016/2017

**Basic Unincorporated REVENUES**

County "Net" from Unincorporated Property Taxes:	\$53,306,848
County "Net" of Unincorporated Supplemental Taxes:	\$762,013
Unincorporated portion of Motor vehicle In-Lieu fees:	\$26,688,407
Sales Tax collected in Unincorporated area:	\$27,880,663
Unincorporated Franchise Fees:	\$6,920,063
<b>Total Revenue/Income:</b>	<b>\$115,557,994</b>

**Basic Unincorporated Service EXPENSES**

Sheriff Patrol:	\$92,683,356
Fire Protection:	\$56,481,541
Code Enforcement:	\$6,359,269
Animal Service:	\$11,773,795
<b>Total Expenses:</b>	<b>\$167,297,961</b>

**SUPERVISOR  
KEVIN JEFFRIES  
RIVERSIDE  
COUNTY  
DISTRICT #1**

# Jeffries Journal

Volume 5, Issue 11

November 2017



## Kevin's Corner

For the last two months, I have been digging into a specific aspect of our county finances--- How much revenue do we generate from homes in the unincorporated (non-city) areas, and how much do we spend to provide them with basic county services (fire, sheriff, code, animal services, etc.)?

In my initial digging, I have found the following tentative amounts:

### Basic Unincorporated Service Expenses (2016/17):

Sheriff Patrol:	\$ 92,683,356
Fire Protection:	\$ 56,481,541
Code Enforcement:	\$ 6,359,269
Animal Services:	\$ 11,773,795
<b>Total Expenses:</b>	<b>\$167,297,961 mil</b>



### Basic Unincorporated Revenues (2016/17):

County "Net" from Unincorporated Property Taxes:	\$ 53,306,848
County "Net" of Unincorporated Supplemental Taxes:	\$ *Can't determine
Unincorporated portion of Motor Vehicle In-Lieu fees:	\$ *Can't determine
Sales Tax paid by Unincorporated residents:	\$ *Can't determine
Unincorporated Franchise Fees:	\$ *Can't determine
<b>Total Revenue/Income:</b>	<b>\$ *Can't determine</b>

So you ask - WHY can't the revenues be determined? Good question! I was recently informed that if I wanted these answers, the county will need to hire an outside consultant, and that they could get started early next year! Are you kidding me!? Another consultant! So as my County staff cannot provide this information, I may be turning to some of you fellow taxpayers who have a background in finances, and form a First District citizen's finance committee to help dive into the budget books and help find what others can't seem to find.

Why do I need to know this information? Because it is fundamental to our bottom line. First, are we making or losing money with every new residential roof top built in our non-city areas? Second, what will the increased service costs be going forward as our county continues to grow? Third, if we are losing money – where will we make it up and how? These are simple Business 101 questions.

Now to add more trouble to our financial picture, it was just unveiled at a recent Board meeting that our county pension system is only funded at around 71% (80% is desirable) and that our INCREASED pensions costs will be an additional \$303 Million over the next six or so years! Am I the only one in the room who thinks Rome is burning?

As always – I welcome your comments, feedback and observations.

Respectfully, Kevin Jeffries

### Inside this issue:

County Boards & Commissions	2
Local District #1 Events	3
Local District #1 Events	4
Local District #1 Events	5
Non-Profit Spotlight	6
District #1 Profile	6
Upcoming District Events	7
Community Clean Up	8

Follow Us Online!

[www.facebook.com/SupervisorJeffries](http://www.facebook.com/SupervisorJeffries)

Twitter: @SupJeffries

Instagram: supervisor\_jeffries



## County Boards and Commissions Appointee Profile

*Each month, the Jeffries Journal highlights some of the Supervisor's nearly 100 appointees on Boards and Commissions in the county, to provide an insight into the kind of service opportunities that exist, and the people who have chosen to serve.*

**District #1**  
**Good Hope / Meadowbrook**  
**Municipal Advisory Council**  
**Vice Chair, Faviola Benevente**



### What does your commission do?

The Good Hope/Meadowbrook Municipal Advisory Council offers our community the opportunity to bring questions and/or concerns to the attention of the officials who serve the community; such as the Sheriff's Department, Fire Department and Code Enforcement. Being able to speak to the individuals within our community directly has helped in resolving and providing answers to their concerns. Not only do we want our community to be heard, we want them to also know they have a voice. We meet every other month on the first Thursday at 6pm in the Moses-Schaffer Community Center. In addition, we receive legislative updates from Supervisor Kevin Jeffries' representatives. The Community Center Manager Stephanie Morales informs the community of public events and activities available to the residents as well as upcoming health and social programs that will be accessible to them.

### What interested you in serving on your commission?

As a daughter of an entrepreneur, I have come to understand the importance of living in a community that is healthy. My parents have been business owners for almost 25 years here in the Good Hope community and have always had an interest in building relationships as well as giving back to the community. I feel honored to be part of this advisory council. Not only have I benefited from learning about the various responsibilities of this council but I also feel that I am helping to make a difference in the community.

*From Supervisor Kevin Jeffries & all the District #1 Team!*



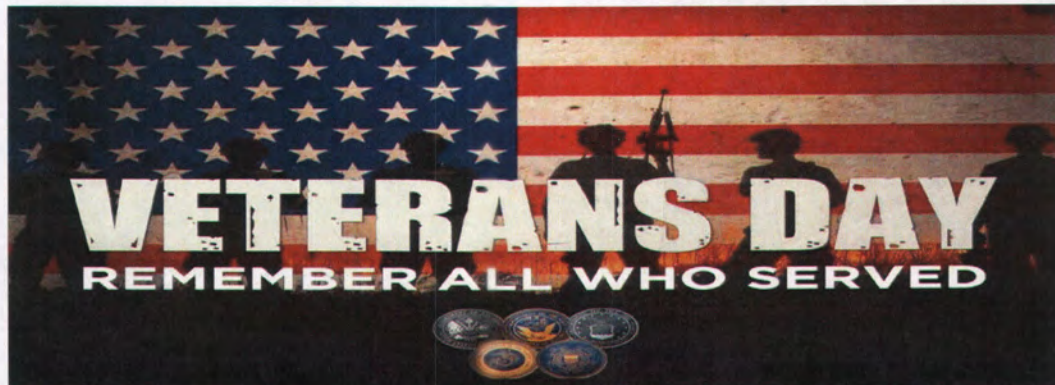
## Local District #1 Events

Over 200+ residents took part in our Woodcrest / Lake Mathews Community Clean up held at Citrus Hill High School last weekend. From tires to refrigerators and couches, residents were happy to get rid of old furniture laying around. Many thanks to our Waste Resources staff and WMI for helping us to hold this community event.

Another community clean up is coming on November 18th for the Mead Valley / Good Hope community, see flyer on page 8 of this newsletter.



On October 19<sup>th</sup>, over 100 Trilogy residents worked as volunteers in a community-wide emergency drill as part of the "Great California Shake-Out" earthquake preparedness day. Sheriff's Reserve members worked with CERT (Community Emergency Response Team) volunteers and others to look for hazardous situations in their neighborhoods. The organization of the event and dedication of the volunteers was impressive, and should serve as a model for other unincorporated communities as well.



# Local District #1 Events

Halloween 2017 at Mead Valley was a huge success! Over 3500+ residents showed up to take part in our Trunk or Treat, Haunted House, petting zoo and carnival games as well. Many "thanks" to Shade Awad, Paz Trevino & Melvin Blackburn for donating the food for our volunteers and all the hay for our games/haunted house. Of course, we cannot forget The Grove for all their hard work as well as the students from Citrus Hill High School who turned out in force!

Great event and looking forward to 2018!



Two days after our Mead Valley Halloween event, Good Hope had over 1000+ residents show up to our annual Halloween event at the community center.

Residents were able to enjoy our petting zoo, jumpers, pumpkin patch, haunted house and more!

Thank you to all of the volunteers who came by to help make this a great event for our community. Looking forward to next year and our Breakfast with Santa event on December 16th too!



# Local District #1 Events



## Wildomar Wildland Fire

On October 26th a wildland fire which started west of the South Main Divide road on the Ortega highway drew hundreds of emergency personnel to the Lakeland Village Community Center which was acting as a staging area for the fire.

Firefighters, Sheriff and other personnel were on hand to facilitate suppression activities from the command post.

Thank you to all the residents who complied with evacuation orders and to our emergency personnel as well.



Deleo Halloween 2017 was attended by over 3000+ residents from throughout the Temescal Valley.

Music, pumpkin patch, games, spooky maze and haunted train ride were all waiting for the kids and those who are a kid at heart to enjoy.

Trick or Trunk was a big hit with the kids to get all the goodies to take home as well. Hope to see everyone in 2018!



## Non-Profit Spotlight

### RIVERSIDE EDUCATIONAL ENRICHMENT FOUNDATION



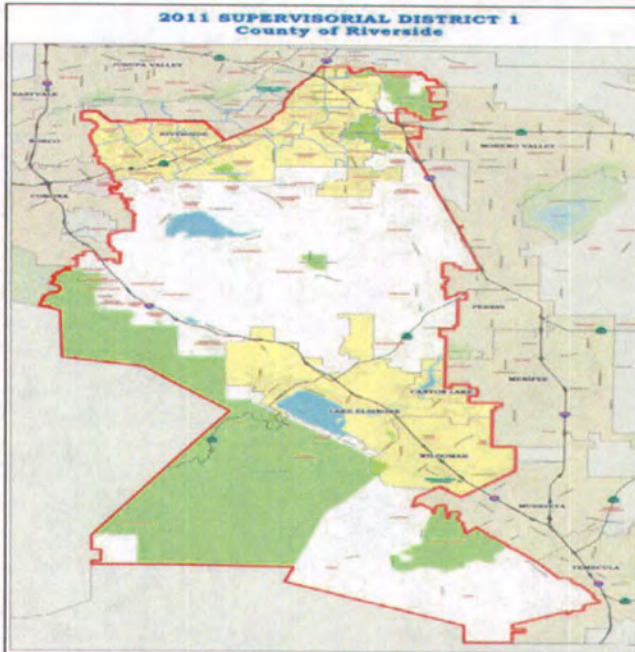
*Riverside Educational  
Enrichment Foundation*

*Enhancing Education, Promoting Excellence*

Riverside Educational Enrichment Foundation, founded in 1993, is an all-volunteer organization working to enrich the educational experiences for students in the Riverside Unified School District. REEF grants benefit over 33,000 students in the District by providing grants to teachers for supplies and activities not covered by state funding.

REEF teaching enrichment grants help provide classroom supplies, art projects, hands-on science experiments, sporting equipment, virtual field trips, and scholarships to high school seniors. The grant process allows teachers to use their imaginations in deciding what would best engage their students and encourage learning.

For more information on REEF, visit their website at <http://www.reef4rusd.org/>



### First District Profile



*Kevin Jeffries was elected in November 2012 to represent the residents of the 1st Supervisorial District on the Riverside County Board of Supervisors. This district covers the cities of Riverside, Lake Elsinore, Canyon Lake, and Wildomar, and unincorporated communities including Woodcrest, Lake Mathews, Mead Valley, Temescal Valley, Good Hope, Lakeland Village, El Cariso, Meadowbrook, La Cresta, Tenaja, DeLuz and Spring Hills.*





**STAR CAR CENTRAL.COM**



Come out and see celebrity cars from your favorite movies and TV shows!

Help Support Our Kids!

## Tips for Kids Fundraiser

Join us for good food and fun at Chili's for the Annual Cops For Kids Christmas Fundraiser. It's the perfect opportunity to help the less fortunate children in our community. Your generous donations are greatly appreciated and will help these children in their time of need. Law enforcement officers from the Lake Elsinore station will be your hosts and waiters for the evening.

We look forward to seeing you there!

Wednesday, November 15<sup>th</sup>



5-9 p.m.

Chili's  
29233 Central Ave.  
Lake Elsinore Marketplace

No reservations are necessary.  
Bring along your friends and family.

[www.COPSFORKIDSINC.org](http://www.COPSFORKIDSINC.org)



## A SALUTE TO VETERANS

PARADE & EXPO

Come & support our veterans with our Grand Marshal, Bryan Suits!

Saturday, November 18th, 2017

10:00 a.m.

Where: Downtown Riverside

Honor Those Who Have Served



Contact: Jeffrey Crumbaker  
for more information at [patriciang2@aol.com](mailto:patriciang2@aol.com)



## 2017 FIRST ANNUAL THANKSGIVING FOOD BASKET DRIVE

DONATE TODAY AND HELP A FAMILY IN NEED HAVE THEIR THANKSGIVING DINNER



BASKETS WILL BE DISTRIBUTED ON NOVEMBER 20TH FOR MORE INFORMATION OR TO REGISTER PLEASE CONTACT US AT 951-443-1690

## SAVE THE DATE



GET READY TO Return to the Streets  
November 10, 11, 12 2017

Sponsorship & Vendor Opportunities Available  
For More Information Email [steve@elsinoregrandprix.com](mailto:steve@elsinoregrandprix.com)



# COMMUNITY CLEAN-UP

## Mead Valley/Good Hope

### Saturday, November 18, 2017

### 8:00 am to 12:00 pm

#### Drop-off Location:

**Closed Mead Valley Landfill**  
**22376 Forrest Road**  
**Perris, CA 92570**



22376 Forrest Dr,  
 Perris, CA 92570

#### Acceptable Items

- **Tires:** Per state law, please only transport 9 tires per trip. Please call Riverside County Waste Management Department for a waiver if needed. Tires must be less than 4ft in diameter & weigh less than 200 lbs.
- **Furniture:** Sofa beds, couches, tables, chairs, mattresses, box springs and patio furniture.
- **Large Appliances:** Washing machines, dryers, stoves refrigerators, water heaters, air conditioners and dishwashers.
- **Tree Limbs and Branches:** Should not exceed 18 inches in diameter or 3 feet in length. Please make sure tree limbs are bundled and tied together.
- **Electronic Waste (E-Waste):** Computers, monitors, printers, old televisions and other electronic devices with a plug or circuit board.
- **Other Items:** Bicycles, barbecues, swing sets, and small appliances

#### Unacceptable Items

- **Fluorescent light bulbs**
- **Pesticides/Fertilizers**
- **Weed Killers/Herbicides**
- **Rodent Poisons**
- **Latex, Oil, or Water based Paint**
- **Batteries**
- **Motor Parts**
- **Solvents/Gasoline**
- **Transmission/brake fluid**
- **Bleach/tub & Tile Cleaners**
- **Empty Drums**
- **Anti-Freeze**
- **Pool Chemicals**
- **Engines**
- **Motor oil and Other Hazardous**
- **Concrete or construction/ demolition materials**

NOTE: Does not include disposal of industrial, business, or household hazardous waste, building materials, or household trash. If you need additional information please contact Riverside County Department of Waste Resources at (951) 486-3200. Alternate formats available upon request.



Chair Tavaglione, Supervisor Ashley, Supervisor Jeffries and Supervisor Perez:

I am a lifelong resident of Moreno Valley (within District 5) and am retired from a 35-year career as a public agency planner and environmental consultant (focused on CEQA compliance). My professional career and experience was substantially based in western Riverside County. My interest in the Villages of Lakeview project arises from my position as a longtime resident, a member of the San Geronimo Chapter of the Sierra Club, and as a friend of several residents of the established rural community who will be profoundly, adversely affected by this disrespectful and incompatible project.

I have previously submitted both written comments and oral testimony at the September 6, 2017, October 4, 2017, and October 18, 2017 Planning Commission meetings. The substantive issues with the project record raised in my comments to date largely remain unaddressed. I have also recently been in communication with Planning, Clerk of the Board and County Counsel staff regarding irregularities in the noticing for today's hearing and availability of the project case file as stated in the public notice.

The extent to which this project conflicts with the existing community and with the County's planning for this area is readily apparent when reviewing aerial photographs, by visiting the project area, by considering the comprehensive guidance within the County General Plan, by acknowledging the overwhelming public opposition, and by considering the numerous significant impacts you are being asked to override. Two key facts provide clear evidence of the incompatible nature of the project:

- First, the Alternatives Summary Table in the EIR (copy attached for your convenience) discloses that under existing conditions 1,276 homes could be established within the project area, in contrast to the 8,725 (or 11,350) that are presented for your consideration. Given the existing land use guidance, no reasonable person who moved to this area to enjoy a rural lifestyle would have ever contemplated that the area would be allowed a 7-fold to 10-fold increase in development intensity.
- Second, the project requires a sewer extension of at least seven miles! It is beyond comprehension that the project proponent and the staff can appear before you with a straight face to characterize such classic leapfrog development as "Smart Growth".

**THE CLEAR, RESPONSIBLE ACTION IS TO DENY THE GENERAL PLAN AMENDMENTS, CHANGE OF ZONE, SPECIFIC PLAN, AND DEVELOPMENT AGREEMENT, FOR BOTH THE ORIGINAL PROPOSAL AND ALTERNATIVE 7. You should also refuse to certify the substantially deficient environmental impact report (as evidenced by extensive documentation in the record as part of the Final EIR and as written comments and oral testimony throughout the hearing process).**

**In consideration of the irregularities with the noticing for today's hearing, the substantial discrepancies in the project record, and the substantial outstanding questions (not limited to those presented below), if you choose not to summarily deny the project, the public hearing must be**

**continued to allow public consideration and comment once the noticing errors are corrected and the missing information is disclosed.**

The following fundamental questions should be answered before you consider any affirmative action on the applications before you. As noted above, the public hearing should be held open until the answers and supporting documentation is made available for public review and comment. Depending upon the nature of the new information, referral back to the Planning Commission may also be required.

**1. What is the fiscal cost/revenue from this project?**

The County-approved fiscal impact analysis for this project has yet to be released for public review. An inquiry to Planning staff for the guidelines for preparation of fiscal impact reports revealed that the current guidelines were adopted in 1995 - are these guidelines even valid? Supervisor Jeffries has also asked pertinent questions lately regarding the costs and revenues for residential projects. The potential fiscal consequences are a County-wide concern that warrants full consideration and deliberation by each participating Supervisor. Deferral, and essential delegation, of votes to Supervisor Ashley under the highly questionable Home Rule principle is simply inappropriate.

**2. Why has the public benefit related to Ramona Expressway/Mid-County parkway been scaled back?**

Appendix B of the EIR includes the documentation of the 2006 authorization to proceed with the General Plan Amendment. The minutes for the 2006 authorization demonstrate a significant discrepancy between the circumstances under which the amendment was previously authorized and the circumstances under which it is now proposed to be approved. The discrepancy relates to the improvement of Ramona Expressway/Mid-County Parkway, which at the time the 2006 authorization to proceed with the General Plan amendment was granted, Mr. Lewis committed to not only dedicating all of the right-of-way, but also constructing the improvements, including the bridge over the San Jacinto River (EIR Appendix B, Hearing Transcript, page 14, lines 11 through 25 and page 22, line 9 through 20). The current "deal" which only requires the right-of-way dedication (with impact fee credits) represents a substantial diminishment of the previously promised public benefit.

**3. What are the comparative environmental impacts and fiscal considerations of a project consistent with the established community lifestyle and land use pattern?**

The attached alternatives summary reveals that 6,500 dwelling units is the smallest increased development intensity considered in the EIR alternatives analysis. This is still about five times the currently allowed intensity of development. Based upon the statistics in the alternatives

table, it appears that the project site could accommodate about 3,400 dwellings on minimum half-acre lots that would be compatible with the existing community. The need for this information extends beyond the CEQA requirement for consideration of alternatives and is necessary to recognize and substantively address the overwhelming public opposition to this project.

**4. Do the project benefits justify the destruction of an established rural community?**

The majority of the purported "benefits" in the Development Agreement are required because of the proposed higher density development or as mitigation pursuant to the EIR. Please note:

- The touted 5-acre per person enhanced park acreage has only been met as a result of last-minute creative accounting that has thrown trails into the parks acreage (Ordinance 460 does not appear to support this approach and the information presented to the Planning Commission indicated that a shortfall of approximately 50 acres would be met off-site within 2 miles of the project).
- The community already has access to meeting spaces.
- The development agreement fee may sound like a substantial contribution; however, the percentage that is dedicated to the local community represents only \$700 to \$1,000 per existing household (based on 4,133 existing households in 2010 as reported in the Housing Element). This meager sum could easily be consumed well before the project is even completed as a result of increased Code Enforcement activity resulting from the inherently incompatible lifestyles of the new residents and the established rural community and dairies.
- It is recognized that the project commits to provision of 872 homes affordable to lower income categories. However, the County has recently rezoned nearby lands outside the specific plan area, near Ramona Expressway to accommodate over 4,000 affordable units.
- This leaves an enhanced library as the only true community benefit being offered. It is not unreasonable to assume that the more than 1,000 community residents who have expressed opposition to this project would gladly accept their current library (and already planned enhancements) to preserve their existing community ambiance and lifestyle.

**5. What is the point of the Specific Plan?**

Section 3.5 of the Development Agreement tosses the Specific Plan aside by allowing the developer and County staff to amend the development plan through administrative processes that require no public notice as long as the cap of 8,725 residential units is not exceeded.

Notwithstanding this "flexibility", the specific plan as presented for your consideration is unclear (i.e, not so specific) and is internally inconsistent. The attached land use impacts exhibit identifies a few examples of this uncertainty and inconsistency at the project interface with the established rural community.

**6. Does this project conflict with the General Plan?**

A key component of the General Plan is the Certainty System, which is intended to ensure a high level of confidence in the plan and to enable people to have reasonable expectations regarding how the plan might affect them. No reasonable person would expect that plan flexibility might allow 8,725 to 11,350 homes where the plan currently calls for less than 1,300 homes.

At least seven of the key components of the General Plan Vision Statement provide direction that emphasizes protection of the existing rural nature of this area, including the Population Growth Vision, Our Communities and Their Neighborhoods, Healthy Communities, Conservation and Open Space Resource System, Agricultural Lands, Plan Integration, and Intergovernmental Coordination. The Rural Development Principles component of the General Planning Principles recognize the relevance of strong resident/property owner preference to protect the rural lifestyle and the intent that intrusion of contrasting uses in rural communities should be small-scale.

The project conditions of approval and mitigation measures require widening from 2 to 4 lanes of specified segments of Lakeview Avenue, Nuevo Road and Hansen Avenue outside the specific plan boundaries, when each is currently designated as a 2-lane collector. The Circulation Element Amendments must include redesignation of these road segments to a four-lane facility, with corresponding amendments to the Lakeview/Nuevo Area Plan.

**7. How will the Ethanac Expressway affect the already questionable assumptions that significant traffic and noise impacts through the rural community are temporary (until Mid-County parkway is built)?**

The County has recently initiated the planning process for the Ethanac Expressway, which corresponds to the western extension of Mid-County Parkway between I-215 and I-15.

Residents from the Lakeview/Nuevo area, including future residents of the Villages of Lakeview, are likely to continue to use of surface streets (including Lakeview Avenue, Hansen Avenue and Nuevo Road to Menifee Road) rather than I-215 to access the future Ethanac Expressway , particularly since there are no plans to address the already congested conditions on I-215. Is the assumed shift of project traffic to Mid-County Parkway, and the resulting assumed reduction of related traffic and noise impacts upon the existing rural community, valid for the long-term?

**8. Why is there no updated Joint Project Review to document Western Riverside Multiple Species Habitat Conservation Plan conformity for Alternative 7?**

The Joint Project Review documentation disclosed to the public as part of the project record dates to 2008. The MSHCP Permittee Implementation Manual (available at [http://www.wrc-rca.org/archivecdn/Implementation\\_Manual/Permittee\\_Implementation\\_Manual\\_Aug\\_2007.pdf](http://www.wrc-rca.org/archivecdn/Implementation_Manual/Permittee_Implementation_Manual_Aug_2007.pdf)) provides clear guidance regarding the requirement for a new Joint Project Review when a project is modified. The semantics of calling the 8,725 unit proposal an alternative, rather than a revised project, does not preclude the need to comply with this guidance (manual excerpt attached).

**9. Why wasn't the project referred to the Nuview/Romoland Municipal Advisory Council?**

One of the primary responsibilities of the Municipal Advisory Councils (MAC) is to advise the Board of Supervisors on planning matters within their area. Following the question arising in meetings with Supervisors Perez and Jeffries, community members researched recent agendas for the local MAC and find no evidence of an agenda item and consideration of the project. Considering the apparent regularity of planning project reviews by other MACs, this oversight is shocking and warrants correction before the Board takes action.

**10. How did a member of the Riverside County Planning Department staff end up at an informational meeting residents scheduled with Eastern Municipal Water District?**

Whether this was initiated by EMWD or the County, the attendance of County Planning staff at the November 8, 2017 meeting was inappropriate, particularly given there was no advance notice to the residents who had arranged the meeting. Such insertion of County staff into the public's business could be viewed as intimidation and does not reflect well on the County.

Attachments:

Page 6, EIR Alternatives Summary (Table 7-A)

Page 7, Land Use Impacts Exhibit

Page 8, MSHCP Implementation Manual

Table 7-A. Alternatives Summary

	Rural & Rural Mountainous Residential	Very Low Density Residential	Low Density Residential	Medium Density Residential	Med High Density Residential	High Density Residential	Very High Density Residential	Mixed Use Residential	MMUD Property/ Public Facilities	Parks /Water Bodies	Open Space/ Conservation	Community Agriculture	Commercial (Refer to M 7.0-2)	Light Industrial/ Office	Recreational Use	Total Residential Units/Acres	Total Acres
<b>Proposed Project</b>																	
<b>Alternative 1 – No Project/ No Development</b>	Dwelling Units or Sq. Feet 0	0	0	2,229	1,250	4,892,240	760,240	3,100	154	1569	1,001,966	5 Community Gardens	500,000 sq- ft*	0	1467	1,269,443	2,786
<b>Alternative 2 – No Project/ Existing Land Use Designations and Entitlements</b>	Dwelling Units or Sq. Feet 708	0	0	0	0	0	0	0	139	0	286	1650	0	0	3	708	2,786
<b>Alternative 3 – No Development North of Ramona Expressway</b>	Dwelling Units or Sq. Feet 0	0	0	0	2,528	3,310	2,420	3,100	139	0	286	2,240 DU	82,765 sq-ft	158,815 sq-ft	NA	1,279,4	2,786
<b>Alternative 4 – Reduced Density Alternative</b>	Dwelling Units or Sq. Feet 27	0	0	8,440	0	0	0	0	139	**	286	0	0	0	0	8,467	2,786
<b>Alternative 5 – Light Industrial/Reduced Density</b>	Dwelling Units or Sq. Feet 0	0	0	656	940	1,200	2,478	1,186	154				200,000 sq- ft*	3-million sq-ft	6,500	6,500	2,786
<b>Alternative 6 – Low Carbon</b>	Dwelling Units or Sq. Feet 0	0	0	2,229	1,250	4,892,240	760,240	3,100	154	60	996	234	500,000 sq- ft*	192	1,019	1,1350	2,786
<b>Alternative 7 – Revised Specific Plan/Reduced Density</b>	Dwelling Units or Sq. Feet 0	0	0	650	1,340	3,750	0	2,775	131	1569	1,001,966	5 Community Gardens	*Included in Mixed Use Res.	0	1467	1,269,443	2,786

Note: Alternative 1 Rural & Rural Mountainous Residential is vacant land.  
 \*\* Assume parks are included within Residential Land Uses.



During the applicant's rebuttal at the October 4, 2017 Planning Commission hearing, John Snell proclaimed "we don't feel that the project will affect the rural nature of the existing community". The Board's decision must be based upon the facts in the project record.

This exhibit illustrates Alternative 7's adverse effects on the established rural community, based on the provisions of the proposed specific plan and the required sewer extension

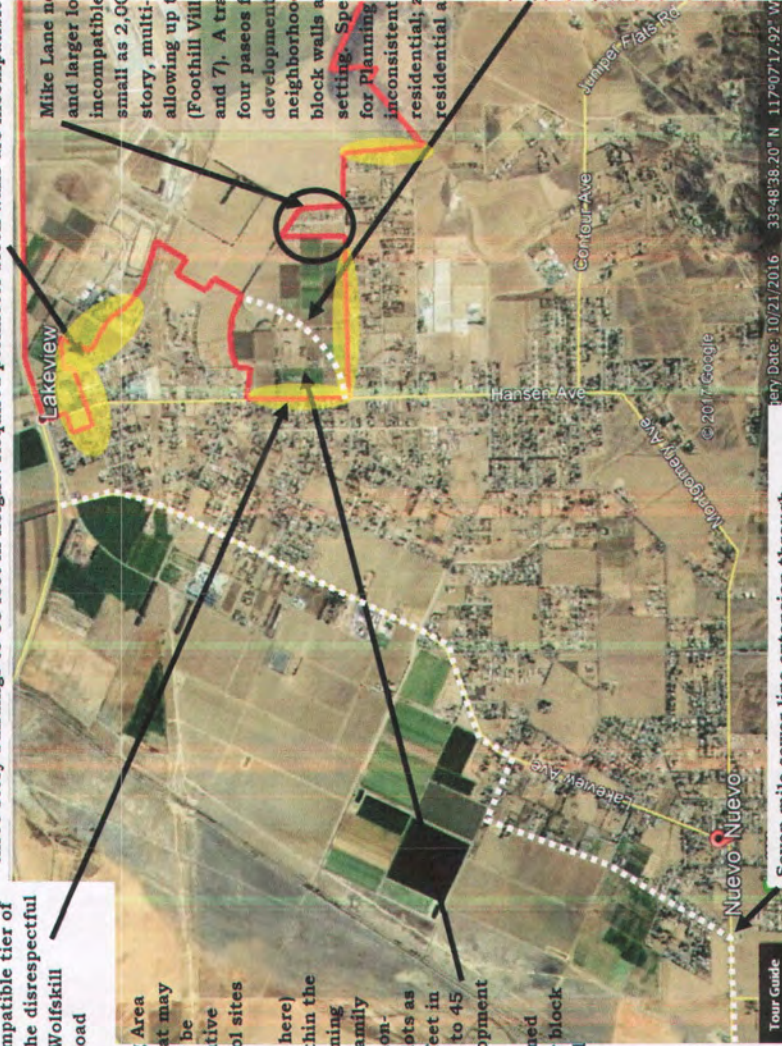
The rural interface along Orange Street, Lakeview Avenue East, Palm Avenue, Date Street and Fern Street is unclear (Garden Village Planning Areas 2, 4 and 16). Zoning for these planning areas allow 98% to 100% lot coverage and three story buildings to 55 feet in height. Required perimeter block walls are incompatible with the rural setting.

Buffer policies under the Lakeview Nuevo Design Guidelines call for completion of a compatible tier of lots at street interfaces, rather than the disrespectful community interface proposed along Wolfskill Avenue, Hansen Avenue, and Poppy Road

Residents in the vicinity of Planning Area 26 (Foothill Village) have no idea what may eventually be built and changes may be accomplished through an administrative process with no public notice. School sites may revert to adjacent specific plan residential densities (there are none here) or may be swapped with any area within the specific plan area). The proposed zoning for this planning area allows single-family homes, multiple-family homes and non-residential uses. Homes may be on lots as small as 35-foot wide, 2,000 square feet in area, covering 75% of the lot and up to 45 feet in height. Multiple family development may have up to 18 units in a single building. The mass and scale of planned development and required perimeter block walls are incompatible with the rural setting

Mike Lane neighborhood of one-acre and larger lots is surrounded by incompatible development with lots as small as 2,000 square feet and three-story, multi-family development allowing up to 98% lot coverage (Foothill Village, Planning Areas 5, 6 and 7). A trail with connections from four paseos from within the new development completely encircles the neighborhood. Planned perimeter block walls are incompatible with rural setting. Specific Plan text and zoning for Planning Areas 6 and 7 are inconsistent (plan says all detached residential; zoning allows attached residential and non-residential uses)

Wolfskill Avenue east of Hansen Avenue is realigned as Town Center Boulevard. Access to the rural neighborhood currently using Wolfskill will be through the new development, or along a more circuitous route using the existing rural roads



Seven mile sewer line extension through existing and planned rural area. Thousands of acres will be under pressure to intensify use

Query Date: 10/21/2016 3384838.20° N 117°07'17.92° W

**SECTION 3.0**  
**MSHCP CONSISTENCY DETERMINATION PROCESS**

---

MSHCP permits, the MSHCP, and the IA are properly adhered to by all Permittees, projects within criteria cells (general area where MSHCP Reserve is to be assembled), shall be reviewed by the RCA (acting as an oversight authority) through the JPR process.

The JPR process is illustrated in Flow Chart 3-1.

**JPR PROCESS NOTES/CLARIFICATIONS**

**JPR Application Materials.** A complete JPR package includes the following materials:

- Complete RCA JPR application form (see Appendix C for RCA JPR Application Forms).
- Project description.
- Complete list of APNs.
- Project site plan (including a clear delineation of areas intended for development and conservation, as applicable). A project site plan can include a plot plan or a tentative tract map if the map *clearly* delineates where development and conservation (for purposes of MSHCP Reserve) will be located.
- All biological resource technical reports, studies, or notes that assisted the Permittee with preparing the MSHCP Findings of Consistency/Inconsistency (note that because the RCA does not visit a project site, clear documentation of all biological resources, including maps and associated written analysis of conclusion, is imperative).
- Permittee's MSHCP Consistency/Inconsistency Findings.

Without the above items, the RCA does not have sufficient information to review the project. If insufficient information is submitted by the Permittee, the project will be placed "on hold", as outlined in Flow Chart 3-1, Step A, until sufficient information is submitted to the RCA.

**Determination of Biologically Equivalent or Superior Preservation (DBESP) Review Timeframe.** If a project requires a DBESP, the DBESP must be submitted with the JPR application materials for the RCA's review. Although the MSHCP states that the Wildlife Agencies have up to 60 days to review the DBESP, the RCA will complete review of the DBESP within the 14-day JPR review period as outlined in Flow Chart 3-1.

**NOTE**

See Section 4.1 of this Manual for further discussion of DBESPs.

**Project Modifications Post-JPR Finalization.** If a project is revised and the revision would have an impact on the conservation assumed in the JPR, the RCA must re-review the project and modify the JPR. For filing and administrative purposes, a new JPR number will be issued to the revised project. The RCA Reviewer will inform the RCA GIS Analyst that the new JPR number supersedes the old JPR in terms of development/conservation land. The RCA Reviewer will indicate that a prior JPR was completed on the project in the JPR log. When projects are revised, the most recent JPR number will always supersede previous JPR numbers in the RCA's database systems. A revised project would receive the same 14-day JPR review period as previously afforded. The process outlined in Flow Chart 3-1 will be followed for revised projects.



2016/2017

**Basic Unincorporated REVENUES**

County "Net" from Unincorporated Property Taxes:	\$53,306,848
County "Net" of Unincorporated Supplemental Taxes:	\$762,013
Unincorporated portion of Motor vehicle In-Lieu fees:	\$26,688,407
Sales Tax collected in Unincorporated area:	\$27,880,663
Unincorporated Franchise Fees:	\$6,920,063

**Total Revenue/Income: \$115,557,994**

**Basic Unincorporated Service EXPENSES**

Sheriff Patrol:	\$92,683,356
Fire Protection:	\$56,481,541
Code Enforcement:	\$6,359,269
Animal Service:	\$11,773,795

**Total Expenses: \$167,297,961**

SUPERVISOR  
KEVIN JEFFRIES  
RIVERSIDE  
COUNTY  
DISTRICT #1



Inside this issue:

- County Boards & Commissions 2
- Local District #1 Events 3
- Local District #1 Events 4
- Local District #1 Events 5
- Non-Profit Spotlight 6
- District #1 Profile 6
- Upcoming District Events 7
- Community Clean Up 8

Follow Us Online!

[www.facebook.com/SupervisorJeffries](http://www.facebook.com/SupervisorJeffries)

Twitter: @SupJeffries

Instagram:  
[supervisor\\_jeffries](https://www.instagram.com/supervisor_jeffries)



# Jeffries Journal

Volume 5, Issue 11

November 2017

## Kevin's Corner

For the last two months, I have been digging into a specific aspect of our county finances--- How much revenue do we generate from homes in the unincorporated (non-city) areas, and how much do we spend to provide them with basic county services (fire, sheriff, code, animal services, etc.)?

In my initial digging, I have found the following tentative amounts:

### Basic Unincorporated Service Expenses (2016/17):

Sheriff Patrol:	\$ 92,683,356
Fire Protection:	\$ 56,481,541
Code Enforcement:	\$ 6,359,269
Animal Services:	\$ 11,773,795
<b>Total Expenses:</b>	<b>\$167,297,961 mil</b>

### Basic Unincorporated Revenues (2016/17):

County "Net" from Unincorporated Property Taxes:	\$ 53,306,848
County "Net" of Unincorporated Supplemental Taxes:	\$ *Can't determine
Unincorporated portion of Motor Vehicle In-Lieu fees:	\$ *Can't determine
Sales Tax paid by Unincorporated residents:	\$ *Can't determine
Unincorporated Franchise Fees:	\$ *Can't determine
<b>Total Revenue/Income:</b>	<b>\$ *Can't determine</b>

So you ask - WHY can't the revenues be determined? Good question! I was recently informed that if I wanted these answers, the county will need to hire an outside consultant, and that they could get started early next year! Are you kidding me!? Another consultant! So as my County staff cannot provide this information, I may be turning to some of you fellow taxpayers who have a background in finances, and form a First District citizen's finance committee to help dive into the budget books and help find what others can't seem to find.

Why do I need to know this information? Because it is fundamental to our bottom line. First, are we making or losing money with every new residential roof top built in our non-city areas? Second, what will the increased service costs be going forward as our county continues to grow? Third, if we are losing money - where will we make it up and how? These are simple Business 101 questions.

Now to add more trouble to our financial picture, it was just unveiled at a recent Board meeting that our county pension system is only funded at around 71% (80% is desirable) and that our INCREASED pensions costs will be an additional \$303 Million over the next six or so years! Am I the only one in the room who thinks Rome is burning?

As always - I welcome your comments, feedback and observations.

Respectfully, Kevin Jeffries

## County Boards and Commissions Appointee Profile

*Each month, the Jeffries Journal highlights some of the Supervisor's nearly 100 appointees on Boards and Commissions in the county, to provide an insight into the kind of service opportunities that exist, and the people who have chosen to serve.*

**District #1**  
**Good Hope / Meadowbrook**  
**Municipal Advisory Council**  
**Vice Chair, Faviola Benevente**



### What does your commission do?

The Good Hope/Meadowbrook Municipal Advisory Council offers our community the opportunity to bring questions and/or concerns to the attention of the officials who serve the community; such as the Sheriff's Department, Fire Department and Code Enforcement. Being able to speak to the individuals within our community directly has helped in resolving and providing answers to their concerns. Not only do we want our community to be heard, we want them to also know they have a voice. We meet every other month on the first Thursday at 6pm in the Moses-Schaffer Community Center. In addition, we receive legislative updates from Supervisor Kevin Jeffries' representatives. The Community Center Manager Stephanie Morales informs the community of public events and activities available to the residents as well as upcoming health and social programs that will be accessible to them.

### What interested you in serving on your commission?

As a daughter of an entrepreneur, I have come to understand the importance of living in a community that is healthy. My parents have been business owners for almost 25 years here in the Good Hope community and have always had an interest in building relationships as well as giving back to the community. I feel honored to be part of this advisory council. Not only have I benefited from learning about the various responsibilities of this council but I also feel that I am helping to make a difference in the community.

*From Supervisor Kevin Jeffries & all the District #1 Team!*



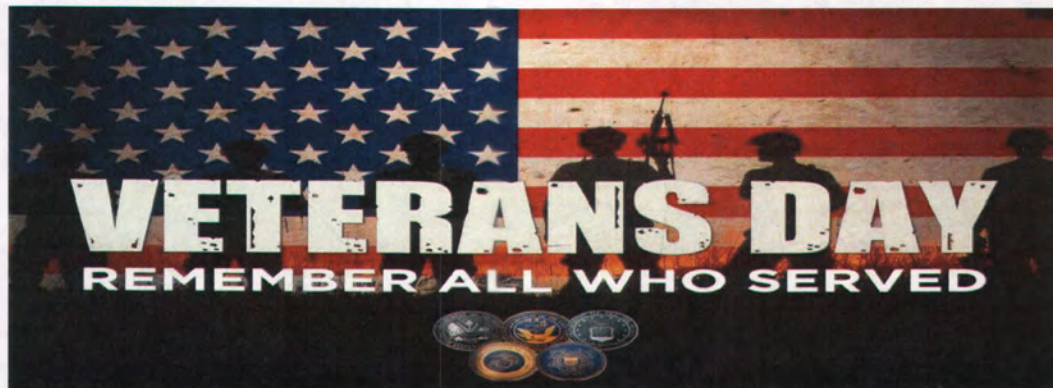
## Local District #1 Events

Over 200+ residents took part in our Woodcrest / Lake Mathews Community Clean up held at Citrus Hill High School last weekend. From tires to refrigerators and couches, residents were happy to get rid of old furniture laying around. Many thanks to our Waste Resources staff and WMI for helping us to hold this community event.

Another community clean up is coming on November 18th for the Mead Valley / Good Hope community, see flyer on page 8 of this newsletter.



On October 19<sup>th</sup>, over 100 Trilogy residents worked as volunteers in a community-wide emergency drill as part of the "Great California Shake-Out" earthquake preparedness day. Sheriff's Reserve members worked with CERT (Community Emergency Response Team) volunteers and others to look for hazardous situations in their neighborhoods. The organization of the event and dedication of the volunteers was impressive, and should serve as a model for other unincorporated communities as well.



## Local District #1 Events

Halloween 2017 at Mead Valley was a huge success! Over 3500+ residents showed up to take part in our Trunk or Treat, Haunted House, petting zoo and carnival games as well. Many "thanks" to Shade Awad, Paz Trevino & Melvin Blackburn for donating the food for our volunteers and all the hay for our games/haunted house. Of course, we cannot forget The Grove for all their hard work as well as the students from Citrus Hill High School who turned out in force!

Great event and looking forward to 2018!



Two days after our Mead Valley Halloween event, Good Hope had over 1000+ residents show up to our annual Halloween event at the community center.

Residents were able to enjoy our petting zoo, jumpers, pumpkin patch, haunted house and more!

Thank you to all of the volunteers who came by to help make this a great event for our community. Looking forward to next year, and our Breakfast with Santa event on December 16th too!



# Local District #1 Events



## Wildomar Wildland Fire

On October 26th a wildland fire which started west of the South Main Divide road on the Ortega highway drew hundreds of emergency personnel to the Lakeland Village Community Center which was acting as a staging area for the fire.

Firefighters, Sheriff and other personnel were on hand to facilitate suppression activities from the command post.

Thank you to all the residents who complied with evacuation orders and to our emergency personnel as well.



Deleo Halloween 2017 was attended by over 3000+ residents from throughout the Temescal Valley.

Music, pumpkin patch, games, spooky maze and haunted train ride were all waiting for the kids and those who are a kid at heart to enjoy.

Trick or Trunk was a big hit with the kids to get all the goodies to take home as well. Hope to see everyone in 2018!





## Non-Profit Spotlight

### RIVERSIDE EDUCATIONAL ENRICHMENT FOUNDATION



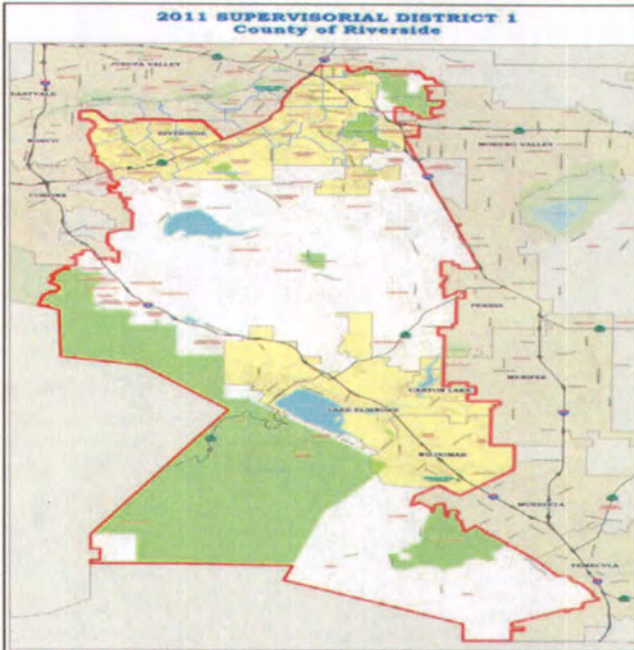
*Riverside Educational  
Enrichment Foundation*

*Enhancing Education, Promoting Excellence*

Riverside Educational Enrichment Foundation, founded in 1993, is an all-volunteer organization working to enrich the educational experiences for students in the Riverside Unified School District. REEF grants benefit over 33,000 students in the District by providing grants to teachers for supplies and activities not covered by state funding.

REEF teaching enrichment grants help provide classroom supplies, art projects, hands-on science experiments, sporting equipment, virtual field trips, and scholarships to high school seniors. The grant process allows teachers to use their imaginations in deciding what would best engage their students and encourage learning.

For more information on REEF, visit their website at <http://www.reef4rusd.org/>



### First District Profile



*Kevin Jeffries was elected in November 2012 to represent the residents of the 1st Supervisorial District on the Riverside County Board of Supervisors. This district covers the cities of Riverside, Lake Elsinore, Canyon Lake, and Wildomar, and unincorporated communities including Woodcrest, Lake Mathews, Mead Valley, Temescal Valley, Good Hope, Lakeland Village, El Cariso, Meadowbrook, La Cresta, Tenaja, DeLuz and Spring Hills.*



**STAR CAR**  
**CENTRAL.COM**



Come out and see celebrity cars  
from your favorite movies and TV shows!

Help Support Our Kids!

## Tips for Kids Fundraiser

Join us for good food and fun at Chili's for the Annual Cops For Kids Christmas Fundraiser. It's the perfect opportunity to help the less fortunate children in our community. Your generous donations are greatly appreciated and will help these children in their time of need. Law enforcement officers from the Lake Elsinore station will be your hosts and waiters for the evening.

We look forward to seeing you there!

**Wednesday, November 15<sup>th</sup>**



**5-9 p.m.**

Chili's  
29233 Central Ave.  
Lake Elsinore Marketplace

No reservations are necessary.  
Bring along your friends and family.

[www.COPSFORKIDSINC.org](http://www.COPSFORKIDSINC.org)



## 2017 FIRST ANNUAL THANKSGIVING FOOD BASKET DRIVE

**DONATE TODAY  
AND HELP A FAMILY  
IN NEED HAVE THEIR  
THANKSGIVING  
DINNER**



BASKETS WILL BE DISTRIBUTED ON NOVEMBER 20TH  
FOR MORE INFORMATION OR TO REGISTER PLEASE  
CONTACT US AT 951-443-1690



## A SALUTE TO VETERANS

PARADE & EXPO

Come & support our veterans with  
our Grand Marshal, Bryan Suits!

Saturday, November 18th, 2017

10:00 am

Where: Downtown  
Riverside

Honor Those Who  
Have Served



Contact: Jeffrey Crumbaker  
for more information at [patriciang2@aol.com](mailto:patriciang2@aol.com)

## SAVE THE DATE



**GET READY TO  
Return to the Streets**  
**November 10, 11, 12 2017**

Sponsorship & Vendor Opportunities Available  
For More Information Email [steve@elsinoregrandprix.com](mailto:steve@elsinoregrandprix.com)



# COMMUNITY CLEAN-UP

## Mead Valley/Good Hope

### Saturday, November 18, 2017

### 8:00 am to 12:00 pm

#### Drop-off Location:

**Closed Mead Valley Landfill**  
**22376 Forrest Road**  
**Perris, CA 92570**



22376 Forrest Dr,  
 Perris, CA 92570

#### Acceptable Items

- **Tires:** Per state law, please only transport 9 tires per trip. Please call Riverside County Waste Management Department for a waiver if needed. Tires must be less than 4ft in diameter & weigh less than 200 lbs.
- **Furniture:** Sofa beds, couches, tables, chairs, mattresses, box springs and patio furniture.
- **Large Appliances:** Washing machines, dryers, stoves refrigerators, water heaters, air conditioners and dishwashers.
- **Tree Limbs and Branches:** Should not exceed 18 inches in diameter or 3 feet in length. Please make sure tree limbs are bundled and tied together.
- **Electronic Waste (E-Waste):** Computers, monitors, printers, old televisions and other electronic devices with a plug or circuit board.
- **Other Items:** Bicycles, barbecues, swing sets, and small appliances

#### Unacceptable Items

- Fluorescent light bulbs
- Pesticides/Fertilizers
- Weed Killers/Herbicides
- Rodent Poisons
- Latex, Oil, or Water based Paint
- Batteries
- Motor Parts
- Solvents/Gasoline
- Transmission/brake fluid
- Bleach/tub & Tile Cleaners
- Empty Drums
- Anti-Freeze
- Pool Chemicals
- Engines
- Motor oil and Other Hazardous
- Concrete or construction/ demolition materials

NOTE: Does not include disposal of industrial, business, or household hazardous waste, building materials, or household trash. If you need additional information please contact Riverside County Department of Waste Resources at (951) 486-3200. Alternate formats available upon request.



Chair Tavaglione, Supervisor Ashley, Supervisor Jeffries and Supervisor Perez:

I am a lifelong resident of Moreno Valley (within District 5) and am retired from a 35-year career as a public agency planner and environmental consultant (focused on CEQA compliance). My professional career and experience was substantially based in western Riverside County. My interest in the Villages of Lakeview project arises from my position as a longtime resident, a member of the San Gorgonio Chapter of the Sierra Club, and as a friend of several residents of the established rural community who will be profoundly, adversely affected by this disrespectful and incompatible project.

I have previously submitted both written comments and oral testimony at the September 6, 2017, October 4, 2017, and October 18, 2017 Planning Commission meetings. The substantive issues with the project record raised in my comments to date largely remain unaddressed. I have also recently been in communication with Planning, Clerk of the Board and County Counsel staff regarding irregularities in the noticing for today's hearing and availability of the project case file as stated in the public notice.

The extent to which this project conflicts with the existing community and with the County's planning for this area is readily apparent when reviewing aerial photographs, by visiting the project area, by considering the comprehensive guidance within the County General Plan, by acknowledging the overwhelming public opposition, and by considering the numerous significant impacts you are being asked to override. Two key facts provide clear evidence of the incompatible nature of the project:

- First, the Alternatives Summary Table in the EIR (copy attached for your convenience) discloses that under existing conditions 1,276 homes could be established within the project area, in contrast to the 8,725 (or 11,350) that are presented for your consideration. Given the existing land use guidance, no reasonable person who moved to this area to enjoy a rural lifestyle would have ever contemplated that the area would be allowed a 7-fold to 10-fold increase in development intensity.
- Second, the project requires a sewer extension of at least seven miles! It is beyond comprehension that the project proponent and the staff can appear before you with a straight face to characterize such classic leapfrog development as "Smart Growth".

**THE CLEAR, RESPONSIBLE ACTION IS TO DENY THE GENERAL PLAN AMENDMENTS, CHANGE OF ZONE, SPECIFIC PLAN, AND DEVELOPMENT AGREEMENT, FOR BOTH THE ORIGINAL PROPOSAL AND ALTERNATIVE 7. You should also refuse to certify the substantially deficient environmental impact report (as evidenced by extensive documentation in the record as part of the Final EIR and as written comments and oral testimony throughout the hearing process).**

**In consideration of the irregularities with the noticing for today's hearing, the substantial discrepancies in the project record, and the substantial outstanding questions (not limited to those presented below), if you choose not to summarily deny the project, the public hearing must be**

**continued to allow public consideration and comment once the noticing errors are corrected and the missing information is disclosed.**

The following fundamental questions should be answered before you consider any affirmative action on the applications before you. As noted above, the public hearing should be held open until the answers and supporting documentation is made available for public review and comment. Depending upon the nature of the new information, referral back to the Planning Commission may also be required.

**1. What is the fiscal cost/revenue from this project?**

The County-approved fiscal impact analysis for this project has yet to be released for public review. An inquiry to Planning staff for the guidelines for preparation of fiscal impact reports revealed that the current guidelines were adopted in 1995 - are these guidelines even valid? Supervisor Jeffries has also asked pertinent questions lately regarding the costs and revenues for residential projects. The potential fiscal consequences are a County-wide concern that warrants full consideration and deliberation by each participating Supervisor. Deferral, and essential delegation, of votes to Supervisor Ashley under the highly questionable Home Rule principle is simply inappropriate.

**2. Why has the public benefit related to Ramona Expressway/Mid-County parkway been scaled back?**

Appendix B of the EIR includes the documentation of the 2006 authorization to proceed with the General Plan Amendment. The minutes for the 2006 authorization demonstrate a significant discrepancy between the circumstances under which the amendment was previously authorized and the circumstances under which it is now proposed to be approved. The discrepancy relates to the improvement of Ramona Expressway/Mid-County Parkway, which at the time the 2006 authorization to proceed with the General Plan amendment was granted, Mr. Lewis committed to not only dedicating all of the right-of-way, but also constructing the improvements, including the bridge over the San Jacinto River (EIR Appendix B, Hearing Transcript, page 14, lines 11 through 25 and page 22, line 9 through 20). The current "deal" which only requires the right-of-way dedication (with impact fee credits) represents a substantial diminishment of the previously promised public benefit.

**3. What are the comparative environmental impacts and fiscal considerations of a project consistent with the established community lifestyle and land use pattern?**

The attached alternatives summary reveals that 6,500 dwelling units is the smallest increased development intensity considered in the EIR alternatives analysis. This is still about five times the currently allowed intensity of development. Based upon the statistics in the alternatives

table, it appears that the project site could accommodate about 3,400 dwellings on minimum half-acre lots that would be compatible with the existing community. The need for this information extends beyond the CEQA requirement for consideration of alternatives and is necessary to recognize and substantively address the overwhelming public opposition to this project.

**4. Do the project benefits justify the destruction of an established rural community?**

The majority of the purported "benefits" in the Development Agreement are required because of the proposed higher density development or as mitigation pursuant to the EIR. Please note:

- The touted 5-acre per person enhanced park acreage has only been met as a result of last-minute creative accounting that has thrown trails into the parks acreage (Ordinance 460 does not appear to support this approach and the information presented to the Planning Commission indicated that a shortfall of approximately 50 acres would be met off-site within 2 miles of the project).
- The community already has access to meeting spaces.
- The development agreement fee may sound like a substantial contribution; however, the percentage that is dedicated to the local community represents only \$700 to \$1,000 per existing household (based on 4,133 existing households in 2010 as reported in the Housing Element). This meager sum could easily be consumed well before the project is even completed as a result of increased Code Enforcement activity resulting from the inherently incompatible lifestyles of the new residents and the established rural community and dairies.
- It is recognized that the project commits to provision of 872 homes affordable to lower income categories. However, the County has recently rezoned nearby lands outside the specific plan area, near Ramona Expressway to accommodate over 4,000 affordable units.
- This leaves an enhanced library as the only true community benefit being offered. It is not unreasonable to assume that the more than 1,000 community residents who have expressed opposition to this project would gladly accept their current library (and already planned enhancements) to preserve their existing community ambiance and lifestyle.

**5. What is the point of the Specific Plan?**

Section 3.5 of the Development Agreement tosses the Specific Plan aside by allowing the developer and County staff to amend the development plan through administrative processes that require no public notice as long as the cap of 8,725 residential units is not exceeded.

Notwithstanding this "flexibility", the specific plan as presented for your consideration is unclear (i.e, not so specific) and is internally inconsistent. The attached land use impacts exhibit identifies a few examples of this uncertainty and inconsistency at the project interface with the established rural community.

**6. Does this project conflict with the General Plan?**

A key component of the General Plan is the Certainty System, which is intended to ensure a high level of confidence in the plan and to enable people to have reasonable expectations regarding how the plan might affect them. No reasonable person would expect that plan flexibility might allow 8,725 to 11,350 homes where the plan currently calls for less than 1,300 homes.

At least seven of the key components of the General Plan Vision Statement provide direction that emphasizes protection of the existing rural nature of this area, including the Population Growth Vision, Our Communities and Their Neighborhoods, Healthy Communities, Conservation and Open Space Resource System, Agricultural Lands, Plan Integration, and Intergovernmental Coordination. The Rural Development Principles component of the General Planning Principles recognize the relevance of strong resident/property owner preference to protect the rural lifestyle and the intent that intrusion of contrasting uses in rural communities should be small-scale.

The project conditions of approval and mitigation measures require widening from 2 to 4 lanes of specified segments of Lakeview Avenue, Nuevo Road and Hansen Avenue outside the specific plan boundaries, when each is currently designated as a 2-lane collector. The Circulation Element Amendments must include redesignation of these road segments to a four-lane facility, with corresponding amendments to the Lakeview/Nuevo Area Plan.

**7. How will the Ethanac Expressway affect the already questionable assumptions that significant traffic and noise impacts through the rural community are temporary (until Mid-County parkway is built)?**

The County has recently initiated the planning process for the Ethanac Expressway, which corresponds to the western extension of Mid-County Parkway between I-215 and I-15.

Residents from the Lakeview/Nuevo area, including future residents of the Villages of Lakeview, are likely to continue to use of surface streets (including Lakeview Avenue, Hansen Avenue and Nuevo Road to Menifee Road) rather than I-215 to access the future Ethanac Expressway , particularly since there are no plans to address the already congested conditions on I-215. Is the assumed shift of project traffic to Mid-County Parkway, and the resulting assumed reduction of related traffic and noise impacts upon the existing rural community, valid for the long-term?

**8. Why is there no updated Joint Project Review to document Western Riverside Multiple Species Habitat Conservation Plan conformity for Alternative 7?**

The Joint Project Review documentation disclosed to the public as part of the project record dates to 2008. The MSHCP Permittee Implementation Manual (available at [http://www.wrc-rca.org/archivecdn/Implementation\\_Manual/Permittee\\_Implementation\\_Manual\\_Aug\\_2007.pdf](http://www.wrc-rca.org/archivecdn/Implementation_Manual/Permittee_Implementation_Manual_Aug_2007.pdf)) provides clear guidance regarding the requirement for a new Joint Project Review when a project is modified. The semantics of calling the 8,725 unit proposal an alternative, rather than a revised project, does not preclude the need to comply with this guidance (manual excerpt attached).

**9. Why wasn't the project referred to the Nuvew/Romoland Municipal Advisory Council?**

One of the primary responsibilities of the Municipal Advisory Councils (MAC) is to advise the Board of Supervisors on planning matters within their area. Following the question arising in meetings with Supervisors Perez and Jeffries, community members researched recent agendas for the local MAC and find no evidence of an agenda item and consideration of the project. Considering the apparent regularity of planning project reviews by other MACs, this oversight is shocking and warrants correction before the Board takes action.

**10. How did a member of the Riverside County Planning Department staff end up at an informational meeting residents scheduled with Eastern Municipal Water District?**

Whether this was initiated by EMWD or the County, the attendance of County Planning staff at the November 8, 2017 meeting was inappropriate, particularly given there was no advance notice to the residents who had arranged the meeting. Such insertion of County staff into the public's business could be viewed as intimidation and does not reflect well on the County.

Attachments:

Page 6, EIR Alternatives Summary (Table 7-A)

Page 7, Land Use Impacts Exhibit

Page 8, MSHCP Implementation Manual



Table 7-A. Alternatives Summary

	Rural & Rural Mountains Residential	Very Low Density Residential	Low Density Residential	Medium Density Residential	Med-High Density Residential	High Density Residential	Very High Density Residential	Mixed Use Residential	MMWD Property/ Public Facilities	Parks /Recreational Quality	Open Space/ Conservation	Agriculture	Commercial Retail Use (Mixed Use in Project)	Light Industrial/ Office	Road Impacts of Way	Total Residential Dwelling Units/Acres	Total Acres	
<b>Proposed Project</b>	Dwelling Units or Sq. Feet 0	0	0	2,290	1,350	4,890,240	790,240	3,100	154	159	1,001,996	5 Community Garden	500,000 sq- ft*	0	NA	11,350	2,786	
	Acres	0	0	229.0	246.499	478.324	48.489	272.88	154	159	1,001,996	5 Community Garden	*Included in Mixed Use Res.	0	NA	1,268,433	2,786	
<b>Alternative 1 – No Project / No Development</b>	Dwelling Units or Sq. Feet 0	0	0	0	0	0	0	0	0	0	0	10	0	0	3	10	708	2,786
	Acres	0	0	0	0	0	0	0	0	0	0	10	0	0	3	10	708	2,786
<b>Alternative 2 – No Project/ Existing Land Use Designations and Entitlements</b>	Dwelling Units or Sq. Feet 44	436	714	0	0	0	0	0	0	0	0	82,340 DU	82,765 sq-ft	156,816 sq-ft	NA	1,278.4	1,577	2,786
	Acres	754	436	357	0	0	0	0	139	**	286	82,340	82,765	156,816	NA	1,278.4	1,577	2,786
<b>Alternative 3 – No Development North of Ramona Expressway</b>	Dwelling Units or Sq. Feet 0	0	0	0	2,520	3,310	2,420	3,100	154	139	972,199	308,232	500,000 sq- ft**	0	NA	11,350	1,139	2,786
	Acres	0	0	0	415.66	283.24	110.4	270.288	154	139	972,199	308,232	*Included in Mixed Use Res.	0	122.5	1,139	1,139	2,786
<b>Alternative 4 – Reduced Density Alternative</b>	Dwelling Units or Sq. Feet 694	0	0	1,688	0	0	0	0	154	**	236	0	0	0	0	2,372	2,786	
	Acres	694	0	168.8	0	0	0	0	154	**	236	0	0	0	0	2,372	2,786	
<b>Alternative 5 – Light Industrial/Reduced Density</b>	Dwelling Units or Sq. Feet 0	0	0	696	940	1,200	2,478	1,188	154	60	996	234	*Included in Mixed Use Res.	152	131	1,019	2,786	
	Acres	0	0	348	188	151	201	133	154	60	996	234	*Included in Mixed Use Res.	131	101.9	1,019	2,786	
<b>Alternative 6 – Low Carbon</b>	Dwelling Units or Sq. Feet 0	0	0	1,280	1,250	4,890,240	780,240	3,100	154	159	1,001,996	5 Community Garden	500,000 sq- ft**	0	NA	11,350	1,268,433	2,786
	Acres	0	0	229.0	246.499	478.324	48.489	272.88	154	159	1,001,996	5 Community Garden	*Included in Mixed Use Res.	0	NA	1,268,433	2,786	
<b>Alternative 7 – Revised Specific Plan/Reduced Density</b>	Dwelling Units or Sq. Feet 0	0	0	660	1,540	3,750	0	2,775	131	110,990	1,001,541	145	1,380,000 sq-ft	0	183	8,725	2,883	
	Acres	0	0	140	214	395	0	280	131	110,990	1,001,541	145	1,380,000	0	183	8,725	2,883	

Note: Alternative 1 Rural & Rural Mountain Residential is vacant land.  
 \*\* Assumes parks are included within Residential Land Uses.

During the applicant's rebuttal at the October 4, 2017 Planning Commission hearing, John Snell proclaimed "we don't feel that the project will affect the rural nature of the existing community". The Board's decision must be based upon the facts in the project record.

This exhibit illustrates Alternative 7's adverse effects on the established rural community, based on the provisions of the proposed specific plan and the required sewer extension

The rural interface along Orange Street, Lakeview Avenue East, Palm Avenue, Date Street and Fern Street is unclear (Garden Village Planning Areas 2, 4 and 16). Zoning for these planning areas allow 98% to 100% lot coverage and three story buildings to 55 feet in height. Required perimeter block walls are incompatible with the rural setting.

Buffer policies under the Lakeview Nuevo Design Guidelines call for completion of a compatible tier of lots at street interfaces, rather than the disrespectful community interface proposed along Wolfskill Avenue, Hansen Avenue, and Poppy Road

Residents in the vicinity of Planning Area 26 (Foothill Village) have no idea what may eventually be built and changes may be accomplished through an administrative process with no public notice. School sites may revert to adjacent specific plan residential densities (there are none here) or may be swapped with any area within the specific plan area). The proposed zoning for this planning area allows single-family homes, multiple-family homes and non-residential uses. Homes may be on lots as small as 35-foot wide, 2,000 square feet in area, covering 75% of the lot and up to 45 feet in height. Multiple family development may have up to 18 units in a single building. The mass and scale of planned development and required perimeter block walls are incompatible with the rural setting



Mike Lane neighborhood of one-acre and larger lots is surrounded by incompatible development with lots as small as 2,000 square feet and three-story, multi-family development allowing up to 98% lot coverage (Foothill Village, Planning Areas 5, 6 and 7). A trail with connections from four paseos from within the new development completely encircles the neighborhood. Planned perimeter block walls are incompatible with rural setting. Specific Plan text and zoning for Planning Areas 6 and 7 are inconsistent (plan says all detached residential; zoning allows attached residential and non-residential uses)

Wolfskill Avenue east of Hansen Avenue is realigned as Town Center Boulevard. Access to the rural neighborhood currently using Wolfskill will be through the new development, or along a more circuitous route using the existing rural roads

Seven mile sewer line extension through existing and planned rural area. Thousands of acres will be under pressure to intensify use

**SECTION 3.0**  
**MSHCP CONSISTENCY DETERMINATION PROCESS**

MSHCP permits, the MSHCP, and the IA are properly adhered to by all Permittees, projects within criteria cells (general area where MSHCP Reserve is to be assembled), shall be reviewed by the RCA (acting as an oversight authority) through the JPR process.

The JPR process is illustrated in Flow Chart 3-1.

**JPR PROCESS NOTES/CLARIFICATIONS**

**JPR Application Materials.** A complete JPR package includes the following materials:

- Complete RCA JPR application form (see Appendix C for RCA JPR Application Forms).
- Project description.
- Complete list of APNs.
- Project site plan (including a clear delineation of areas intended for development and conservation, as applicable). A project site plan can include a plot plan or a tentative tract map if the map *clearly* delineates where development and conservation (for purposes of MSHCP Reserve) will be located.
- All biological resource technical reports, studies, or notes that assisted the Permittee with preparing the MSHCP Findings of Consistency/Inconsistency (note that because the RCA does not visit a project site, clear documentation of all biological resources, including maps and associated written analysis of conclusion, is imperative).
- Permittee's MSHCP Consistency/Inconsistency Findings.

Without the above items, the RCA does not have sufficient information to review the project. If insufficient information is submitted by the Permittee, the project will be placed "on hold", as outlined in Flow Chart 3-1, Step A, until sufficient information is submitted to the RCA.

**Determination of Biologically Equivalent or Superior Preservation (DBESP) Review Timeframe.** If a project requires a DBESP, the DBESP must be submitted with the JPR application materials for the RCA's review. Although the MSHCP states that the Wildlife Agencies have up to 60 days to review the DBESP, the RCA will complete review of the DBESP within the 14-day JPR review period as outlined in Flow Chart 3-1.

**NOTE**

See Section 4.1 of this Manual for further discussion of DBESPs.

**Project Modifications Post-JPR Finalization.** If a project is revised and the revision would have an impact on the conservation assumed in the JPR, the RCA must re-review the project and modify the JPR. For filing and administrative purposes, a new JPR number will be issued to the revised project. The RCA Reviewer will inform the RCA GIS Analyst that the new JPR number supersedes the old JPR in terms of development/conservation land. The RCA Reviewer will indicate that a prior JPR was completed on the project in the JPR log. When projects are revised, the most recent JPR number will always supersede previous JPR numbers in the RCA's database systems. A revised project would receive the same 14-day JPR review period as previously afforded. The process outlined in Flow Chart 3-1 will be followed for revised projects.



NOV. 10, 2017

Page 1 of 2

To all the Riverside County Supervisors, Russel Brady, Lewis Homes, Randolph Lewis and to whom it may concern.

Hello my name is Steven Rapata I have been a Resident of Nuevo for 49 Years, I have seen many changes some good some not so much, **we have an existing plan it is a Reasonable Plan, Lewis Homes Project for our area is a Very Bad Plan.**

**No one from the Planning Commission, Russel Brady or Lewis Homes could remotely answer one simple Question "How does this Improve Lakeview and Nuevo"**

**We have collected more than a One Thousand Signatures Opposing this Villages of Lakeview project.**

We are here to in hopes you get a better understanding on where we stand and we are hopeful that you will Vote NO on this Project, It is a Bad Project for our Rural Community and a Bad Project for Riverside County, Please Vote No and help us in Keeping Nuevo Rural.

Mr. Russel Brady,

Why were to Traffic trip counts of the Mead Valley at full build out Excluded in the EIR. Why did the County of Riverside NOT use the accepted method for trip counts that count Simi Trucks as 3 vehicle's Instead used they are counted as One. YOU Never did answer the Question.

Marion Ashley,

Why have you refused to meet with Keep Nuevo Rural not once but Four times? You Sir Promised to Show up at our very first MAC meeting and Failed to Show up! Why have you Never Ever not even once showed up to our local MAC Meeting?

If you decide to vote in favor of this I will make it my life mission to Campaign against any predecessor of yours, and for the Rest of the supervisors rest assured I'll do the same for you or anyone you recommend as a candidate, I am retired and will stop short of Nothing as this will be my life mission, at the same time I will also remember those of you that Vote No on this and be it one or all I will support You.

**Lewis Homes has outright lied to the public, to the planning commission and no doubt will Lie to you as well he promised the view would not be blocked, and the buildings over 45' will not block anyone's view ? and what about the promises of no section 8 housing in the apartments etc. FIER states as needed let me answer it for you YES it will.**

**Page 2 of 2**

**Mr Snell on behalf of Lewis Homes directly lied to the Planning Commission. Mr Snell said there would be 28 Police Officers. Russel Brady in a letter to me says different, as a matter of fact Brady said Verbatim "These do not necessarily guarantee a proportional increase in Sheriff services overall in the County or within a specific area as that is a decision up to the Board of Supervisors and Sheriff on how to allocate revenues and operate with those revenues.**

**We currently have less than 2,000 Sheriff Officers that patrol Riverside County has a standard of 1.2 officers per 1,000 Residents Lakeview 1,200 Residents, Nuevo 9,800 Residents,  $11 \times 1.2 = 13.2$  Officers and we share 3 per shift to cover Nuevo, Lakeview, Mead Valley, Homeland, Romoland and Winchester.**

**So where are our 13 Patrol Officers just to cover Nuevo & Lakeview And add in another 28 Officers to cover the Villiages of Lakeview, that's 41 Officers And you know that's not going to happen.**

**Thank You, Steven Rapata.  
Ac6dx@hotmail.com**

NOV. 10, 2017

PAGE 1 OF 3

**To all the Riverside County Supervisors, Russel Brady and to whom it may concern.**

Hello my name is Steven Rapata I have been a Resident of Nuevo for 49 Years, I have seen many changes some good some not so much, **we have an existing plan it is a Reasonable Plan, Lewis Homes Project for our area is a Very Bad Plan.**

**We have collected more than a One Thousand Signatures Opposing this Villages of Lakeview project.**

I and most other residents here are not against any reasonable progress, but this is not anywhere near reasonable now is it.

I for one am committed in keeping Nuevo & Lakeview Rural and a Committed Voter, Social Media user and MY Votes Matter, although I may not be in your District in no way lessens the Outreach to other areas that I and many others certainly can make an impact and will.

**The Planning Commission has failed to answer many questions, and outright Refused to answer some questions altogether, Example I asked MR. Brady a question his answer was it's in the EIR, So Mr. Brady where exactly is it?**

We are here to in hopes you get a better understanding on where we stand and we are hopeful that you Vote NO on this Project, It is a Bad Project for our Rural Community and a Bad Project for Riverside County, Please Vote No and help us in Keeping Nuevo Rural.

Lewis Homes has outright lied to the public, to the planning commission and no doubt will Lie to you as well he promised the view would not be blocked, and the buildings over 45' will not block anyone's view ? and what about the promises of no section 8 housing in the apartments etc. FIER states as needed let me answer it for you YES it will. Mr Snell on behalf of Lewis Homes directly lied to the Planning Commission.

**Mr Snell said there would be 28 Police Officers. Russel Brady in a letter to me says different, as a matter of fact Brady said Verbatim "These do not necessarily guarantee a proportional increase in Sheriff services overall in the County or within a specific area as that is a decision up to the Board of Supervisors and Sheriff on how to allocate revenues and operate with those revenues.**

PAGE 2 OF 3

No one could answer why parts of Nuevo Rd, Hansen Ave., Montgomery, Contour Rd, Juniper Flats rd, and juniper flats rd. were not included.

Russel Brady said basically how there calculated, He Refused to answer the question.

Mr. Snell said we have done the trip calculations, again Refused to answer the question.

I asked about the wildlife in the juniper flats, Russel Brady & Mr Snead said it is included in the EIR... Clearly, IT IS NOT, There are approximately 8 to 9 miles of mountains

**Russel Brady, Does this Include the entire Mountain Range in the EIR, YES or NO? So Exactly where in the EIR is it Mr. Brady?**

**The Citizens in Lakeview and Nuevo are Clearly & Complete Against this.**

**Questions for;**

**Marion Ashley,**

Have you ever received any Political Contributions from Lewis Homes and or Randolph Lewis or any of his business, YES or NO.

Why have you refused to meet with our Keep Nuevo Rural Group not once but 4 times.

Do You or any of your Family Members and or Any of your LLC's, Corporation's or other business stand to make any money either directly or indirectly from this project.

The Citizens of Lakeview and Nuevo are clearly Against this, where do you stand and why.

**Kevin Jeffries,**

Have you ever received any Political Contributions from Lewis Homes and or Randolph Lewis or any of his business, YES or NO.

Do You or any of your Family Members and or Any of your LLC's, Corporation's or other business stand to make any money either directly or indirectly from this project.

The Citizens of Lakeview and Nuevo are clearly Against this, where do you stand and why.

PAGE 3 OF 3

**Chuck Washington,**

Have you ever received any Political Contributions from Lewis Homes and or Randolph Lewis or any of his business, YES or NO.

Do You or any of your Family Members and or Any of your LLC's, Corporation's or other business stand to make any money either directly or indirectly from this project.

The Citizens of Lakeview and Nuevo are clearly Against this, where do you stand and why.

**John Tavaglione,**

Have you ever received any Political Contributions from Lewis Homes and or Randolph Lewis or any of his business, YES or NO.

Do You or any of your Family Members and or Any of your LLC's, Corporation's or other business stand to make any money either directly or indirectly from this project.

The Citizens of Lakeview and Nuevo are clearly Against this, where do you stand and why.

**Manuel Perez,**

Have you ever received any Political Contributions from Lewis Homes and or Randolph Lewis or any of his business, YES or NO.

Do You or any of your Family Members and or Any of your LLC's, Corporation's or other business stand to make any money either directly or indirectly from this project.

The Citizens of Lakeview and Nuevo are clearly Against this, where do you stand and why.

**Thank You, Steven Rapata.**

**Ac6dx@hotmail.com**



## **Response to Written Testimony/Comments Received November 13, 2017 (10:32 pm) from Kathleen Dale**

Ms. Dale's written testimony consists of introductory comments and 10 questions.

### **Response to Introductory Comments:**

The commenter's participation in the Planning Commission hearings is noted. No specifics are provided regarding the alleged irregularities in the noticing for the November 14, 2017 public hearing. Consistent with County policy notices were posted on the project site and mailed by the Clerk of the Board to surrounding property owners. The comment does not specify any procedural issue, and none is known by the County. The case files referenced in the project's notices refer to the package provided to the Board of Supervisors, all of which are available on the County's website (<http://riversidecountyca.iqm2.com/Citizens/Board/1000-Riverside-County-Board-of-Supervisors>). The public may also view information regarding the proposed project at the County Planning Department upon request.

The comment incorrectly asserts that the project conflicts with the County's planning for this area. Consistency with the General Plan is thoroughly addressed in EIR Section 5.9 (Land Use and Planning) and EIR Appendix N. The EIR's analysis of Alternative 7 notes that "Alternative 7 would also be consistent with the same applicable General Plan and Area Plan policies, as amended by GPA No. 720 and 721, similar to the proposed project, which are discussed Section 5.9, Land Use and Planning and Appendix N." (EIR, p. 7.0-57)

The comment suggests that EIR Table 7-A indicates that because 1,276 homes could be established within the project area under current zoning/entitlements, "no reasonable person who moved to this area to enjoy a rural lifestyle would have ever contemplated that the area would be allowed a 7-fold to 10-fold increase in development intensity." This comment relates to the merits of the project, and does not address the adequacy of the CEQA document.

The comment also disagrees that the project constitutes "smart growth." It is noted that consistency with smart growth principles is discussed at length in the EIR and various responses to comments, including but not limited to EIR Section 3.5 (Project Objectives), Section 5.14 (Transportation/Traffic), 5.16 (Greenhouse Gas Emissions). In fact, as noted on EIR pp. 5.16 – 75 & 76, "SCAG stated that THE VILLAGES OF LAKEVIEW meets the RTP/SCS goals "because it espouses smart growth principles such as compact building design, integration of uses and walkability, thereby reducing vehicle miles traveled on freeways. TVOL is the type of master-planned community we need in greenfield locations and it fits right into our RTP/SCS.

Lastly, it is within the Board of Supervisors' discretion to approve the project and the commenters opposition to taking action is noted.

**Response to Question 1:**

At the time the written testimony was provided to the County, the project's fiscal impact analysis was a draft document and has not been approved. The County does not make draft technical reports available to the public until such reports have been finalized. Once the fiscal impact analysis is approved, a copy of the final fiscal impact analysis will be available to the public.

The county fiscal guidelines provide a framework to implement industry standard standards methods (i.e., case study and per capita multiplier), the basic math of preparing fiscal impact analysis, while also giving direction to address the adequacy of levels of service. Because the current County budget is used to update all the cost factors, the budgeting process keeps the County's budgeting process current.

**Response to Question 2:**

The project proposes to widen the Ramona Expressway to the width of the Mid County Parkway (MCP). The project will also implement Condition of Approval 30.Trans 012, which states:

MM Trans 10 - Alt. 7: At 1,300 units developed as a part of Alternative 7 and if the Mid County Parkway has not been constructed, the project proponent or subsequent developer shall widen Ramona Expressway from Rider Street to Lakeview Avenue from 2 lanes to a 4-lane expressway, including any required bridge widening.

The project is fully mitigating its impacts on traffic infrastructure, as it was doing in 2006. Under the Alternative 7 Project, the size and scale of the development is significantly reduced to 8,725 units. This also proportionally lessens the Project's impacts compared to the 2006 project and a comparison to that 2006 project to the Alternative 7 Project being recommended in 2017 is an apples to oranges comparison. In addition, the Project also now has a Development Agreement which has contractually required many additional benefits to the area and to the County. For all of these reasons, there are difference in exactly what is provided by the project.

**Response to Question 3:**

Development of the project site with one-half acre lots would not achieve any of the project Objectives with regard to Smart Growth Network Principles a, b, c, d, e, f, h or i. Because development of the project site with one-half acre lots would not achieve eight of the project's 10 basic objectives, it is not considered feasible, and therefore not evaluated in the EIR. As discussed in the EIR and in Response to Comments I-89 and I-90, CEQA requires the evaluation of a range of reasonable alternatives that which would feasibility attain most of the basin project objectives. Alternative 2 considered the development consistent with the existing zoning thus an alternative consistent with the intent of this comment. The EIR only has to consider a reasonable range of alternatives not every suggested alternative. CEQA Guidelines §15126.6(a),(c) ("[t]here is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason," citing Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553); City of Maywood v. Los Angeles Unified School Dist. (2012) 208 Cal.App.4th 362, 420-421 ("CEQA does not require that an agency consider specific alternatives that are proposed by

members of the public or other outside agencies”). Moreover, the EIR evaluated six other alternatives (total of seven) to the proposed project and concluded that unlike the other alternatives to the proposed project, because Alternative 7 meets all of the proposed project’s objectives, and would reduce the degree of significant impacts (with an exception to off-site roadway noise at one additional roadway segment) compared to the proposed project, Alternative 7 has been determined to be environmentally superior to THE VILLAGES OF LAKEVIEW project. The recommendation to the Board of Supervisors is to adopt the environmentally superior project.

**Response to Question 4:**

The commenter provides the commenter’s opinion regarding the benefits provided through the Development Agreement and disagrees with the degree of benefit the County and its residents will receive regarding parks, trails, meeting spaces, and development fees. The Development Agreement does not relate to the adequacy of the CEQA document or the adequacy of the Project’s mitigation of any project impacts.

**Response to Question 5:**

The commenter incorrectly asserts that the Specific Plan is “unclear” and internally inconsistent.

These comments relate to the merits of the Specific Plan and do not address the adequacy of the CEQA document. With regard to the specificity of the Specific Plan, as stated in the EIR, as authorized by Government Code Section 65450 *et seq.*, the Specific Plan establishes unique and uniform development standards for the project site, describes the location, density, and intensity of development, and discusses the funding and implementation of infrastructure needed for the proposed project. (EIR, p. 3.0 – 5). The comments on the exhibit referenced in this comment relate to the merits of the Specific Plan, and do not address the adequacy of the CEQA document. Finally, it is noted that land use and planning impacts of the Project and Alternative 7 are thoroughly addressed in the EIR. (EIR Section 5.9, Land Use and Planning; EIR Section 7.0, Alternatives).

**Response to Question 6:**

The comment incorrectly suggests that the project conflicts with the General Plan. It is noted that the comment does not fully and accurately represent the Riverside County General Plan Certainty System, outlined in General Plan Chapter 11 (Administration Element). The Certainty System includes four parts, including #4, Amendments: It is clear that the timing, rationale, and process for amending the General Plan are critical ingredients in maintaining the long term viability of the General Plan. That is why carefully crafted descriptions of this aspect of the Certainty System are included in the General Plan.

As stated in General Plan Chapter 11 (Administration Element), the Certainty System seeks to satisfy objectives related to General Plan amendments, for example:

- 4. Establish a set of rules and procedures for amending the General Plan that are fair, firm and equitable.

- 5. Empower any property owner to seek an amendment according to established procedure.
- 6. Avoid erosion of the foundation components upon which the General Plan is structured by requiring consideration of any changes to them to be conducted in a comprehensive manner.
- 7. Provide for extraordinary and unpredictable circumstances.
- 8. Establish clarity in assessing proposed amendments at the earliest possible time in the process.
- 9. Clarify the findings appropriate to each amendment category.
- 12. Strike a sustainable balance between certainty in critical aspects of the General Plan, and flexibility in response to changing conditions and opportunities where such flexibility contributes to achieving the Vision.

The EIR (Section 5.9, Land Use and Planning) and staff reports have addressed how the project satisfies the findings required for General Plan amendments proposed as part of the project.

An analysis of the Project's consistency with all of the 2003 General Plan and 2015 General Plan policies and Lakeview Nuevo Area Plan (LNAP) policies is included in EIR Appendix N and on EIR page 7.0-57 . As indicated in the EIR, with approval of GPA No. 720 and GPA No. 721, the project and Alternative 7 are consistent with and do not frustrate the goals and policies of the General Plan's Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality and Healthy Communities Elements or the goals and policies of the LNAP.

The comment correctly notes that GPA 960 of the County's General Plan Circulation Element identifies Lakeview Avenue, Nuevo Road, and Hansen Avenue as a collector roadway. However, as seen in Figure C-1, circulation designation for the County's roadways set a required minimum number of lanes and state that the lane numbers are approximate and also based on the minimum width of the right of way. Figure C-1 states that collectors in the County must have a right of way of 74 feet and 2 lanes. Collectors are defined as a "[s]treet intended to serve intensive residential land use, multiple-family dwellings, or to convey traffic through an area to roads of equal or similar classification or higher." The widening of specified segments of Lakeview Avenue, Nuevo Road and Hansen Avenue will not change the intended service or require additional right of way and the widening of these segments does not require changing the roadway designation.

Moreover, Table C-1 which identifies the street classification for the County, notes that the identified number of lanes is approximate as shown in the last column below.

**Table C-1  
Street Classification as Identified in the city Riverside County Transportation Department  
Standards and Specifications**

Classification	Definition	Minimum Right-of-Way Width Required	Number of Lanes Required (Approximate)
Freeway	Highway upon which the abutter's rights of access are controlled and which provides separated grades at intersecting streets.	To be determined by Caltrans	To be determined by Caltrans
Expressway	Multi-modal highway corridor for through traffic to which access from abutting property is restricted. Intersections with other streets or highways shall be limited to approximately one-half mile intervals.	220 to 184 feet	6 or 8 lanes, additional rights-of-way may be needed at intersections
Urban Arterial	Highway primarily for through traffic where anticipated traffic volumes exceed four-lane capacity. Access from other streets or highways shall be limited to approximately one-quarter mile intervals.	152 feet	6 or 8 lanes, additional rights-of-way may be required. at intersections
Arterial Highway	Divided highway primarily for through traffic to which access from abutting property shall be kept at a minimum. Intersections with other streets or highways shall be limited to approximately one-quarter mile intervals.	128 feet	4 or 6 lanes, additional right of way may be required at intersections
Mountain Arterial Mountain Highway	Highway intended to serve through traffic in mountainous areas zoned for low density residential development. Access from abutting property shall be kept at a minimum. Intersections with other streets or highways shall be limited to approximately 330-foot intervals.	110 feet	2 to 4 lanes, additional right-of-way may be required at intersections.
Major Highway	Highway intended to serve property zoned for major industrial and commercial uses, or to serve through traffic. Intersections with other streets or highways may be limited to approximately 660-foot intervals.	118 feet	4 lanes, additional rights-of-way may be required at intersections
Secondary Highway	Highway intended to serve through traffic along longer routes between major traffic generating areas or to serve property zoned for multiple residential, secondary industrial or commercial uses. Intersections with other streets and highways may be limited to 330-foot intervals.	100 feet	4 lanes, generally no turn lanes, and additional right-of-way may be required at intersections
Collector Street	Street intended to serve intensive residential land use, multiple-family dwellings, or to convey traffic through an area to roads of equal or similar classification or higher. It may also serve as a cul-de-sac in industrial or commercial use areas but shall not exceed 660 feet in length when so used.	74 feet	2 lanes
Industrial Collector	A circulatory street with a continuous left-turn lane with at least one end connecting to a road of equal or greater classification.	78 feet	2 lanes

Additionally, Policy C 3.1 of the general plan provides the following direction:

*Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-3 may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.*

County policy C 3.3 also provides the following direction:

*Implement design guidelines that identify intersection improvements consistent with the lane geometrics in Table C-2 unless additional lanes are needed to maintain consistency with Policy C 2.2 [Policy C 2.2 identifies the need for traffic studies and the County's desire to achieve appropriate levels of service]. Where roadway classifications change on a continuous alignment, the standards of the higher classification will normally be transitioned on a portion of the roadway that has the lower classification,*

*particularly where the change takes place at roadway intersections. This may result in additional right of way or lanes being required above the standards shown in Figure C-3 for the segment with the lower classification to accommodate the transition.*

As noted in the above policies, the standards and roadway designation can be approved by the Director of Transportation and the policies provide direction about modification of the identified classifications and roadway standards which are allowed by general plan policy.

Furthermore, Policies LNAP 9.1 and 9.2 state the following as part of the Lakeview/Nuevo Area Plan:

*Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the Functional Classifications and Standards section of the General Plan Circulation Element.*

*Maintain Riverside County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.*

Given the above policy direction related to modifications of the roadway segment requirements, Thus, the identified widening of the noted roadways is still be consistent with the General Plan and Area Plan guidance and would not require a General Plan Amendment.

**Response to Comment 7:**

The comment is correct that the County recently initiated the Ethanac Corridor project, which is looking at improved east-west connectivity through the County. The project would consist of three major components: (1) the extension of Ethanac west to intersect with SR-74, (2) an extension of Nichols east to intersect with SR-74, and (3) a future grade separation of Ethanac with the railroad tracks east of I-215 to provide direct east-west connectivity from SR-74 to I-15 at the Nichols Road interchange.

The project is in pre-planning stages. Specifically, the County is undertaking a scoping process to identify future steps for the project and to provide recommendations related to future phasing and sequencing of the identified improvements.

It should be noted that this project is not currently funded for construction and just initiated the public outreach process to solicit public input. It will need to undergo a variety of subsequent studies (including CEQA) prior to implementation and funding will also need to be finalized.

Given that this project is not currently funded to implement a full expressway facility, it was not included in the transportation assessment for TVOL which is an appropriate assumption for this project.

Although it is not appropriate to assume an expressway-like facility on the Ethanac corridor, Fehr & Peers is working on the Ethanac Expressway project for the County and has looked at travel patterns to/from the new facility. Specifically, most of the travel demand to/from the Ethanac corridor is destined for I-15 to the north or the Lake Elsinore retail/employment areas on Central Avenue. The traffic demand is small to/from the Lakeview/Nuevo area since Mid County Parkway/Cajalco Road provides faster and more direct access to I-15 across the County from this area and residents are more likely to visit retail/employment areas in the Moreno Valley area given the area's proximity to those areas. As such, most of the traffic that is expected on Ethanac Expressway is from the San Jacinto/Hemet area and from SR-79 to the east; not the Lakeveiw/Nuevo area or the proposed TVOL project.

Given the above information, the assumed shift of project traffic to Mid County Parkway and the reduction of related traffic and noise impacts is appropriate.

**Response to Question 8:**

Regarding project modifications, the attachment provided states:

**Project Modifications Post-JPR-Finalization.** If a project is revised and the revision would have an impact on the conservation assumed in the JPR, the RCA must re-review the project and modify the JPR.

Alternative 7 does not impact the conservation assumed in the 2008 JPR. In fact, Alternative 7 proposes *more conservation* than what was evaluated in the 2008 JPR. Therefore, re-review and modification of the JPR is not required.

**Response to Question 9:**

The project was presented to the Nuviv/Romoland Municipal Advisory Council on August 17, 2017.

**Response to Question 10:**

In the spirit of interagency coordination, Eastern Municipal Water District requested a representative of the Riverside County Planning Department attend the November 8, 2017 meeting and the County honored that request and such action was not inappropriate.

## **Response to November 10, 2017 Comment Letter from Endangered Habitats League**

With the exception of the second to last paragraph regarding the proposed project's Extraordinary Foundation Amendment findings, the concerns voiced in this letter are the same as those submitted in the commenter's August 31, 2017 letter and November 11, 2016 letter. Response to the August 31, 2017 letter was attached to the October 4, 2017 Planning Commission Staff Report and emailed to the commenter. Responses to the November 11, 2016 letter were addressed in Final EIR Response to Comment Letter H.

The first two mandatory findings for the Extraordinary Foundation Component Amendment related to new conditions and a compelling event are addressed, at length, on pages 18 to 21 of the October 18, 2017 Planning Commission Staff Report. As explained in the findings:

While the project is not currently located adjacent to similar type or intensity of development, the project is located on what is currently a major transportation corridor, Ramona Expressway, to justify locating such a substantial sized development along this current major transportation corridor. Beyond the existing transportation corridor, the project is located adjacent to what is anticipated to expand to an even greater transportation corridor, the Mid County Parkway, which although not fully approved and certain, is anticipated to be developed and may be considered in its current status for this project with an approved Environmental Impact Report/Environmental Impact Statement from 2015. Additionally, the project is providing for conservation areas which help serve to further secure lands as open space corridors. Further in its discussion on Population Growth, the Riverside County Vision states that the focus on growth is on quality development, not on halting growth. The project with its land use plan and other provisions will require the development of a well-designed, quality community.

The findings go on to further state the project will assist the County in compliance with the MSHCP and furthering the objectives of the General Plan. Finally, while parcel assembly may be a common practice for developers, the scale of the project at almost 3,000 acres is not common. The size of this development presents a unique opportunity to provide a comprehensive master plan. Therefore, the commenter's claims are unsupported and the County has provided the required findings to justify the Extraordinary General Plan Foundation Component Amendment.

Finally, it is noted that commenter incorrectly suggests that it is necessary to demonstrate that the "proposed Foundation change is the 'minimum necessary' action needed to build the Ramona Expressway or to assembly the MSHCP." The General Plan Administration Element does not require demonstration that the Foundation change is the minimum necessary action.



ATTACHMENTS FILED WITH  
THE CLERK OF THE BOARD