NOTE: Items referenced on CDs #1 - #4, herein, are available on CDs but the CDs are no longer numbered in this fashion for purposes of the FEIR.

5.10 NOISE

Due to the fact that the project site is not located near airports or rail lines, potential impacts related to airport noise, and railroad noise were all found to be less than significant in the NOP prepared for this project (Appendix A (CD #3) and Section 4.0, Effects Found Not Significant, herein.). The focus of the following discussion is related to the potential impacts related to noise generated to and from the proposed project. The principle source of noise is from transportation sources, such as vehicle trips and roadway noise. Construction noise sources and hunting weapons discharges are also addressed as noise generators.

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

- R.L. Banks and Associates, Inc., *RCTC Rail Feasibility Study*, submitted to the Riverside County Transportation Commission, November 9, 2005. (Available at http://www.dev.rctc.org/commuterrailstudy.asp)
- County of Riverside, *County of Riverside General Plan, Lakeview/Nuevo Area Plan*, October 2003. (Available at County of Riverside and at http://www.rctlma.org/genplan/content/ap2/lnap.html)
- County of Riverside, *Riverside County General Plan EIR, Volume I*. 4.13.2., Noise Thresholds of Significance. March 2003. (Available at http://www.rctlma.org/genplan/content/eir/volume1.html#4.13.2 or at County of Riverside Planning Department.)
- County of Riverside, *Riverside County General Plan*, October 7, 2003. (Available at http://www.rctlma.org/generalplan/gp.html or at County of Riverside Planning Department.)
- Albert A. Webb Associates, *Acoustical Impact Analysis, THE VILLAGES OF LAKEVIEW (SP No. 342), Riverside County, California,* June 27, 2007. (Appendix J (CD #4), also available at Riverside County Planning Department.)
- Albert A. Webb Associates, *Traffic Impact Study Report, THE VILLAGES OF LAKEVIEW SPECIFIC PLAN NO. 342, Riverside County, CA,* September 13, 2007. (Appendix L (CD#4))
- Albert A. Webb Associates, *THE VILLAGES OF LAKEVIEW, Specific Plan No. 342, 1st Draft*, March 2007. (Available at Riverside County Planning Department.)
- Albert A. Webb Associates, *Ben Clark Public Safety Training Center Draft EIR No. 438 (Sch # 2002011088) Technical Appendices Volume I,* June 2002. (Available at County of Riverside Planning Department.)
- Albert A. Webb Associates, *Noise Analysis for Padua Park*, September 13, 2001. (Available at the City of Claremont Planning Department.)
- Riverside County Department of Health, Office of Industrial Hygiene, personal communication with Mr. Steve Hinde, CIH, Supervising Industrial Hygienist, April 24,

2007, January 11, 2008.

- March Joint Powers Authority, Avigation Easements page, *Flight Track Maps*, June 2005, accessed March 31, 2008. (Available at http://www.marchjpa.com/docs_forms/airport_flighttracks.pdf)

Organization of Section 5.10 based on Traffic Study

The *Traffic Impact Study Report, The Villages of Lakeview Specific Plan No. 342,* September 13, 2007, was prepared by Albert A. Webb Associates ("Traffic Study" or "TIA") for this project and is used as a basis for the analysis of noise impacts included in Section 5.10. The Traffic Study is contained in its entirety in Appendix L (CD #4) of the DEIR document. The Traffic Study and this EIR section address three scenarios. The major differences between the three scenarios, as they relate to THE VILLAGES OF LAKEVIEW, revolve around Ramona Expressway. The first is referred to as the "**Base Case**," which is an evaluation of project-related and cumulative projects' traffic impacts with respect to the current County of Riverside General Plan Circulation Element. In the Base Case, Ramona Expressway is evaluated as a 6- to 8-lane at-grade Expressway (184- to 220-foot right- of-way), as currently identified on the County Circulation Element (see Figures 3-B1, 3-B2, and 3-B3 of the Traffic Study for Riverside County General Plan Roadway Classifications). The Base Case is used as the basis for evaluation of **project** impacts in accordance with CEQA Guidelines, including mitigation measures required to reduce impacts.

The other two scenarios, Alternative 1 and Alternative 2, are presented and analyzed for information purposes resulting from two transportation-related projects that are underway at the County which could affect the project in the future if they are approved, but at present as they are both proposed and under consideration they are evaluated only as alternative scenarios. Both are reasonably foreseeable and therefore are considered in this EIR. Both are referred to as Alternative Circulation Scenarios to the Base Case. For details of Alternative 1 and Alternative 2 from a traffic perspective, see Section 5.14, page 5.14-2.

Alternative 1 refers to a County-led General Plan Amendment (GPA) which the Board of Supervisors directed the Transportation Department to pursue on July 17, 2007 by approval of Item No. 3.62, Statement of Proceedings of the Board of Supervisors, Riverside County, California. The GPA includes changes to the classifications of Ramona Expressway and other streets, including Ramona Expressway as a grade-separated Expressway from west of Warren Road in San Jacinto to east of Rider Avenue in Perris. The Circulation Element, if the GPA is approved, would redesignate the hierarchy of several roadways. Ramona Expressway would become a grade separated, limited access highway, which means that direct access to this roadway will be limited. Where there had once been 12 intersections, there will ultimately be only three access points (on- and off-ramps) within the project area at: Reservoir Avenue, Town Center Boulevard, and Park Center Boulevard. Alternative 1 also includes the installation of the 10th Street Bridge across the San Jacinto River that will provide future access to roadways connecting to a proposed interchange at Interstate 215 and Placentia Avenue. The 10th Street Bridge will alleviate congestion on Ramona Expressway and will provide an alternate westward travel route.

Alternative 2 uses the same assumptions as Alternative 1, but evaluates Ramona Expressway as a grade-separated freeway pursuant to Riverside County Transportation Commission's (RCTC) plans for the "Mid County Parkway," a 32-mile long grade-separated freeway connecting Hemet to the I-15 Freeway near Corona. An important note is that under Alternative 2, the RCTC plans will not be converting the portions of Ramona Expressway that are located within the City of Perris to a grade separated freeway; that portion will remain an expressway. Alternative 2 is analyzed for Phase 3 only as none of the Mid County Parkway will be in place during Phase 1 and 2 timeframes. Therefore, in the event one or both of these alternatives are approved and implemented sometime during either the entitlement of THE VILLAGES OF LAKEVIEW project or its buildout, the impacts of the project in relationship to these two proposed circulation system improvement scenarios are considered and analyzed, herein. However, since neither has been approved and are only under consideration, they are simply analyzed as alternatives in the spirit of full disclosure.

Setting

Noise is defined as unwanted or objectionable sound. The effect of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease. For analysis of traffic noise, changes of less than 3 dBA, while audible under controlled circumstances, are not readily discernable in an outdoor environment. Thus, a change of 3 dBA is considered as a barely audible change. Most people can readily hear a change of 5 dBA in an exterior environment; therefore, in Riverside County, an increase of 5 dBA or greater in the noise exposure of sensitive receptors would be considered substantial.

Sensitive receptors are areas where humans are participating in activities that may be subject to the stress of significant interference from noise. Land uses associated with sensitive receptors often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries. Other receptors include commercial office and industrial buildings, which are not considered as sensitive as single-family homes, but are still protected by County of Riverside land use compatibility standards.

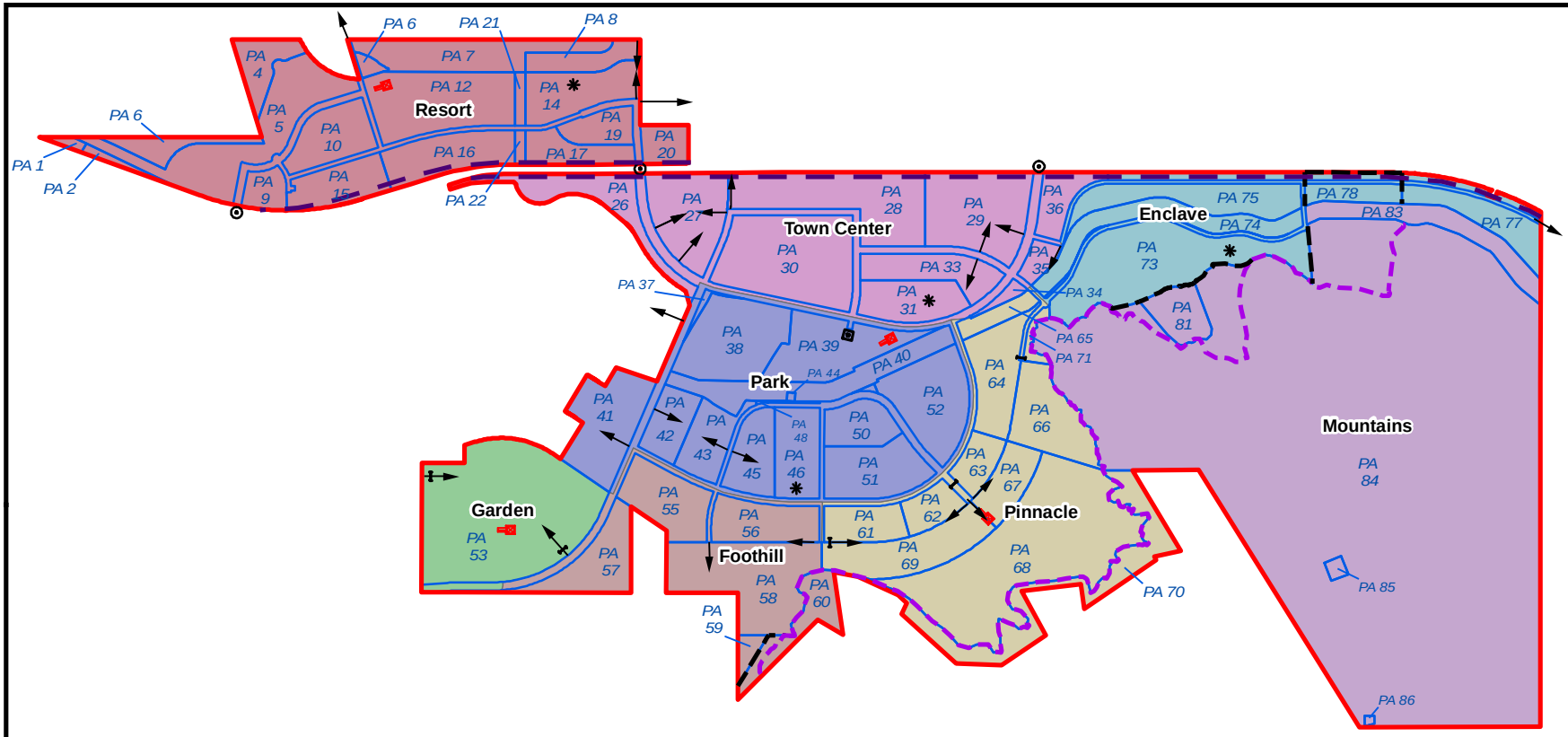
Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a stationary or point source, sound levels decrease by approximately six decibels for each doubling of distance from the source. Noise produced by a line source, such as highway traffic or a moving train, decreases by three decibels for each doubling of distance from the source in a reflective (hard site) environment. When sound travels across absorptive vegetation (soft site), such as fields, or parks, the noise level can decrease by six decibels for each doubling of the distance.

Existing land-uses on the site include McAnally Chicken Ranch, Metropolitan Water District (MWD) Aqueduct property and basin, a thoroughbred farm, an abandoned RV park, and additional farmland. At the time of publication of the NOP for this DEIR, there were also less than ten residences on-site. As of March 2008, five have been demolished under separate actions. Surrounding land-uses include open farmland and agriculture to the north, the Nutrilite farmland, a former County dump, vacant hillsides to the east, and rural residential and open space uses to the south and west.

The closest airport is March Air Reserve Base (MARB), 6.5 miles to the northwest of the project site. According to the MARB Civil Engineer, the project site does not occupy any area impacted by current mission aircraft noise, flight paths, or any zones related to localized aircraft incident statistics. March Joint Powers Authority (MJPA) is the civil (non-military) entity that manages the Inland Port, or civilian side of the MARB uses. According to June 2005 mapping included on the MJPA website, two of three arrival tracks for MARB are over the project site. Because arrivals only are over the site, which are quieter than departures, and because the project site is so far from the airport, noise levels are too low to warrant consideration. Smaller aircraft fly out of Perris Valley Airport located approximately 7.5 miles southwest of the project site, and Hemet-Ryan Airport located over 8.5 miles southeast of the project site. The closest rail line is approximately 6.5 miles to the west of the project site. Therefore, noise impacts associated with airports and railroad noise will not be discussed further. Based on these distances from airports and rail lines, they will not be evaluated with respect to noise.

THE VILLAGES OF LAKEVIEW Specific Plan No. 342 has been organized into seven villages (see **Figure 5.10-1, Village Organization Plan**) and an additional open space area within the Lakeview Mountains. The seven villages are Resort Village, Town Center Village, Park Village, Garden Village, Foothill Village, Enclave Village, and Pinnacle Village. The villages are divided into Planning Areas (PA) (see **Figure 3-1, Conceptual Land Use Diagram**).

Resort Village, Park Village, Garden Village, Foothill Village, Pinnacle Village, and Enclave Village are predominantly residential land uses, and as such, are not expected to be major sources of noise. Town Center Village is a mixed-use area, and consists of PAs that are residential, commercial and a blend of the two. The exact type of retail/commercial uses that will be occupying the commercial land uses is unknown at this time; therefore, the types of noise generated by the on-site businesses cannot be determined. However, some possible sources of noise from retail/commercial uses include noise from air conditioning units, unloading of merchandise, and traffic noise associated with deliveries and customers.



LEGEND

- Project Boundary
- Land Use Plan
- Enclave = 191 ac.
- Foothill = 171 ac.
- Garden = 120 ac.
- Mountains = 939 ac.
- Park = 347 ac.
- Pinnacle = 337 ac.
- Resort = 353 ac.
- Town Center = 328 ac.
- Joint Use Library, Gymnasium and Community Rooms
- Public Plaza
- Recreational Facilities
- Interchange
- Gates
- Toe of Slope
- Conservation Line
- Widening of Ramona Expy.
- Traffic Flow

Source: Specific Plan 342

ALBERT A. WEBB ASSOCIATES

N W E S

0 1,000 2,000 3,000 Feet

Figure 5.10-1

Village Organization Plan

The Villages of Lakeview EIR No. 471

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The noise impacts from roadways within the project vicinity were modeled as a hard site with a 3 dBA drop-off per doubling of the distance. The noise impacts from point sources, such as hunters at the San Jacinto Wildlife Area (SJWA) and the school in PA 13, were modeled as a soft site, with a 6 dB drop-off per doubling of the distance. Impacts from roadways (with parks or open space in-between) to the SJWA were also modeled as soft site.

The existing (2007) noise levels on roadways within the project vicinity are shown in **Tables 5.10-A1 and 5.10-A2, Existing Noise Levels 2007.** Because the scheduled start date for construction of the project is not until 2009 for Phase 1, 2012 for Phase 2, and 2016 for Phase 3; existing plus ambient growth average daily traffic volumes (ADTs) were utilized in order to give a more accurate picture of the existing conditions prior to the start of each phase. Existing plus ambient growth ADTs reflect the existing condition plus a one percent per year growth rate. The noise impacts from Ramona Expressway were modeled as both an Expressway and a Freeway (known as Alternative). The Alternative noise impact analysis assesses the potential impact from the Mid County Parkway. The estimated existing noise levels for each Phase are given in **Table 5.10-B1, A Phase 1 Comparative Noise Level Summary – North/South Roads; Table 5.10-B2, A Phase 1 Comparative Noise Level Summary – East/West Roads; Table 5.10-C1, A Phase 2 Comparative Noise Level Summary – North/South Roads; Table 5.10-C2, A Phase 2 Comparative Noise Level Summary – East/West Roads; Table 5.10-D1, A Phase 3 Comparative Noise Level Summary – North/South Roads; and Table 5.10-D2, A Phase 3 Comparative Noise Level Summary – East/West Roads.**

Thresholds of Significance

Riverside County has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. However, the Riverside County's "Environmental Assessment Form: Initial Study" (Environmental Assessment Number: 39816) which is part of the Notice of Preparation for the subject project (see Appendix A (CD #3) of this document) indicates that noise impacts may be considered potentially significant if the project would:

A. Result in a substantial [5 dBA or greater] permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

B. Result in a substantial [5 dBA or greater] temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

C. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; and

D. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.

As stated above in the Setting, the thresholds which address airport noise were not addressed herein because the closest airport is March Air Reserve Base (MARB), 6.5 miles to the northwest of the project site. According to the MARB Civil Engineer, the project site does not occupy any area impacted by current mission aircraft noise, flight paths, or any zones related to localized aircraft incident statistics. March Joint Powers Authority (MJPA) is the civil (non-military) entity that manages the Inland Port, or civilian side of the MARB uses. According to

June 2005 mapping included on the MJPA website, two of three arrival tracks for MARB are over the project site. Because arrivals only are over the site, which are quieter than departures, and because the project site is so far from the airport, noise levels are too low to warrant consideration. Smaller aircraft fly out of Perris Valley Airport located approximately 7.5 miles southwest of the project site, and Hemet-Ryan Airport located over 8.5 miles southeast of the project site. The closest rail line is approximately 6.5 miles to the west of the project site. Therefore, noise impacts associated with airports and railroad noise will not be discussed further. Based on these distances from airports and rail lines, they will not be evaluated with respect to noise.

Related Regulations

State Regulations

An interior CNEL of 45 dBA is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple-family dwellings and hotel and motel rooms. A 45 dBA CNEL is also typically considered the appropriate maximum interior noise exposure for single-family dwelling units. Since normal noise attenuation within residential structures with closed windows is about 20-25 dBA, an exterior noise exposure of 65 dBA CNEL is generally the noise land use compatibility guideline for noise-sensitive receiver sites in California. Since commercial and industrial activities are generally conducted indoors, the exterior noise exposure standard for such less sensitive land uses is less stringent.

Noise exposure standards have been developed by the State of California and recommended for inclusion into the Noise Element of local general plans. The guidelines adopted by Riverside County are included in the Noise Element of the RCIP General Plan.

Noise impacts from hunting activities in the San Jacinto Wildlife Area (SJWA) must be assessed. Hunting is allowed in both the SJWA and in Lake Perris State Recreation Area (Perris SRA). As the SJWA is located immediately north of the project site, and Perris SRA is located to the northwest, hunting regulations may have direct bearing on noise impact analysis. All hunting is regulated by the California Department of Fish and Game and state laws regulating hunting apply to the project situation because hunting is allowed on State properties

California Code of Regulations, Fish, and Game Code, Sections 3000-3012 regulates hunting in the state. Key sections of the code are listed below as they relate directly to land use and allowable times when hunting is permitted, both of which affect noise.

“3004. (a) It is unlawful for any person...to hunt or to discharge while hunting, any firearm or other deadly weapon within 150 yards of any occupied dwelling house, residence, or other building or any barn or other outbuilding used in connection therewith. The 150-yard area is a "safety zone." (b) It is unlawful for any person to intentionally discharge any firearm or release any arrow or crossbow bolt over or across any public road or way open to the public, in an unsafe manner.”

“3000. It is unlawful to take any bird or mammal...between one-half hour after sunset and one-half hour before sunrise of the following day at the place of taking...”

Local Regulations

The Riverside County Department of Public Health requires that facility-related (buildings developed as part of the project) noise, as projected to any portion of any surrounding property containing a "habitable dwelling, hospital, school, library or nursing home," must not exceed the following noise levels: 45 dBA for 10 minute noise equivalent level (Leq), between the hours of 10:00 p.m. to 7:00 a.m. (nighttime standard); and 65 dBA for 10 minuite Leq, between 7:00 a.m. and 10:00 p.m. (daytime standard). As 'THE VILLAGES OF LAKEVIEW Specific Plan' provides for 'mixed-use' planning areas, commercial uses that project noise onto the "habitable dwelling" component, may be subject to this County standard.

Project construction would occur in compliance with Riverside County Ordinance 457 Section 1.G.1, which states: "Whenever a construction site is within one-quarter mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May." Existing residential uses and those adjacent to the project site could potentially be impacted by construction noise.

Hunting is also regulated by Riverside County Ordinance 514.10 (regulating the use & discharge of firearms), however, because the areas where hunting is allowed adjacent to the project site are on state property, state regulations listed above will be enforced.

The County-adopted building code, such as the California Building Code (CBC), provides guidelines and parameters which help to reduce effects of noise and ground-bourne vibration, while at the same time providing adequate aeration and other requirements for health and safety. The project buildings shall be designed in accordance with the most recent edition of the County-adopted building code. The County of Riverside General Plan Policies often refer to the Uniform Building Code (UBC) with respect to various aspects of building code requirements. For clarification, the County of Riverside has adopted the California Building Code (CBC) and the International Building Code (IBC) with respect to overall and/or specific building code issues. For purposes of this DEIR, UBC, CBC, and IBC, whenever used in the text, refer to whateverbuilding code is current and adopted by the County at the time of project development for the particular issue/regulation being referenced in the DEIR.

Although development of the proposed project site will alter its present land use (agriculture and low density residential), development of THE VILLAGES OF LAKEVIEW Specific Plan No. 342 will be consistent with and implement the Riverside County Integrated Project (RCIP) General Plan, as amended.

General Plan Requirements

The proposed project is located within The County of Riverside General Plan Lakeview/Nuevo Area Plan (Area Plan). The RCIP General Plan and the Area Plan identify policies to protect noise-sensitive land uses from noise emitted by outside sources, and prevent new projects from generating adverse noise levels on adjacent properties to the extent possible. The project's consistency with the following RCIP General Plan and Area Plan policies is addressed in Appendix N (CD #4):

N 1.1 Protect noise-sensitive land uses from high levels of noise by restricting noise producing land uses from these areas. If the noise producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.

N 1.2 Guide noise tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as transportation corridors, or within the projected noise contours of any adjacent airports.

N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise sensitive uses of Riverside County.

N 4.2 Develop measures to control non-transportation noise impacts.

N 4.3 Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed, and ensure that the recommended mitigation measures are implemented.

N 8.3 Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures.

N 11.1 Utilize natural barriers such as hills, berms, boulders, and dense vegetation to assist in noise reduction.

N 12.1 Minimize the impacts of construction noise on adjacent uses within acceptable practices.

N 12.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.

N 12.4 Require that all construction equipment utilize noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

N 14.1 Minimize the potential adverse noise impacts associated with the development of mixed-use structures where residential units are located above or adjacent to commercial uses.

N 14.2 Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use.

N 14.3 Minimize the generation of excessive noise level impacts from entertainment and restaurant/bar establishments into adjacent residential or noise sensitive uses.

C 3.27 Evaluate proposed highway extensions or widening projects for potential noise impacts on existing and future land uses in the area. Require that the effects of truck mix, speed limits, and ultimate motor vehicle volumes on noise levels are also explored during the environmental process.

The project proposes the development of K-8 schools with joint-use parks, libraries, joint use gymnasiums and/or community rooms within PAs 14, 31, 46, and 73 and as a school is considered a sensitive receptor; the acceptable exterior noise level for those planning areas is up to 65 dBA; interior, 45 dBA.

Project Design Considerations

Design considerations refer to ways in which the proposed project will limit or mitigate for potential impacts through the design of the project.

The Resort Village portion of the project, located north of Ramona Expressway, includes a 500-foot buffer (i.e., passive greenbelt and open space) between development and the SJWA. This buffer area assists in reducing noise impacts from the project to the SJWA and impacts to the project from the sound of shotguns used in the SJWA during hunting season.

As required by the County, the project will construct noise attenuation walls adjacent to roads where noise levels need to be reduced.

Environmental Impacts Before Mitigation

Threshold A: *Result in a substantial [5 dBA or greater] permanent increase in ambient noise levels in the project vicinity above levels existing without the project.*

Typically, Riverside County Department of Public Health, Office of Industrial Hygiene, requires that sound barrier heights be determined in an acoustical impact analysis such as this. TVOL Specific Plan 342 (Webb 2007a) is conceptual in nature, however; and the main source of noise, Ramona Expressway, is not a part of the project directly, and may be built out in one of three configurations, all with differing traffic and vertical alignment characteristics. Therefore, discussions with Riverside County Department of Public Health, Office of Industrial Hygiene, resulted in the decision to not calculate noise barrier heights at this stage of project development. This decision was reached based on both the preliminary nature of the project described above, and the fact that acoustical analysis to determine sound barrier heights are required by the County at the tract map/plot plan stage of development[1].

The project traffic information/analysis provided in this section is based on the roadway network identified in the RCIP General Plan and THE VILLAGES OF LAKEVIEW Specific Plan. Two

[1] Personal communication between Mike Rosa of Webb Associates and Steve Hinde at Riverside County Department of Public Health, Office of Industrial Hygiene, 4/24/07 and 1/11/08.

Alternative scenarios are presented and analyzed in the Traffic Study, for information purposes, resulting from two transportation-related projects that are underway at the County which could affect the project in the future if they are approved. At this time however, as they are both proposed and under consideration, they are evaluated only as alternative scenarios. Both are reasonably foreseeable and therefore are considered in this analysis. Alternative 1 refers to a County-led General Plan Amendment (GPA) which includes changes to the classifications of Ramona Expressway and other streets, including Ramona Expressway as a grade-separated Expressway from west of Warren Road in San Jacinto to east of Rider Avenue in Perris. The Circulation Element, if the GPA is approved, would redesignate the hierarchy of several roadways. Ramona Expressway would become a grade separated, limited access highway, which means that direct access to this roadway will be limited to the interchanges within the project. Alternative 2 uses the same assumptions as Alternative 1, but evaluates Ramona Expressway as a grade-separated freeway pursuant to Riverside County Transportation Department and Riverside County Transportation Commission's (RCTC) plans for the "Mid County Parkway," a 32-mile long grade-separated freeway connecting Hemet to the I-15 Freeway near Corona. An important note is that under Alternative 2, the RCTC plans will not be converting the portions of Ramona Expressway that are located within the City of Perris to a grade separated freeway; that portion will remain an expressway. Alternative 2 is analyzed for Phase 3 only, as none of the Mid County Parkway will be in place during Phase 1 and 2 timeframes. Therefore, in the event one or both of these alternatives are approved and implemented sometime during either the entitlement of THE VILLAGES OF LAKEVIEW project or its buildout, the noise impacts to and from the project in relationship to these two proposed scenarios are considered and analyzed, herein. However, since neither has been approved and are only under consideration, they are simply analyzed as alternatives in the spirit of full disclosure.

Project-Generated and Cumulative Impacts Upon Existing Noise Levels

Potential long-term noise impacts from the development of the project are generated primarily from mobile source activities on streets surrounding and within the project site. The average daily traffic ("ADT") volumes for each road segment analyzed are based upon the latest traffic data collected and calculated in the Traffic Study (Webb 2007) prepared for this project.

The existing (2007) ADT condition was analyzed to reflect the current traffic noise level within the project vicinity. The "existing plus ambient growth" condition estimated ADT was analyzed for each phase to most accurately estimate the existing condition without the project at the time the construction of each phase of the project is scheduled to start. Existing plus ambient growth ADTs reflect the existing condition plus a one percent per year growth rate.

Analysis of "Project Only" for all 3 phases and their Alternatives (both Alternatives 1 and 2 for Phase 3) was performed to assess the impact of increased traffic due to the project only, and includes existing ADTs in the calculations.

Analysis of "existing plus ambient growth plus project plus cumulative" condition reflects the "worst-case" scenario for possible noise impacts to both future residents of TVOL and the existing residents adjacent to the project site. Cumulative includes the traffic volumes generated by all the other reasonably foreseeable projects within the project vicinity (see **Table 5.14-K** for

a list of projects). The cumulative noise impact was assessed both with and without the project. The ADTs were reported in the Traffic Study (Webb 2007) for each phase.

Based on the results (see **Table 5.10-A**) for existing (2007), the highest noise levels are along the road segments of Sanderson Avenue/SR-79 south of Gilman Springs Road, and Ramona Expressway west of Indian Avenue, both at a level of 71.7 dBA. Out of the 85 road segments analyzed for existing traffic noise levels, 42 are above the 65 dBA noise standard for sensitive receptors, including road segments along Perris Boulevard, Evans Road, Menifee Road, Lakeview Avenue, Warren Road, Sanderson Avenue/SR-79, Ramona Expressway, Gilman Springs Road, Rider Street, Orange Avenue, and Nuevo Road. For comparison, the RCIP General Plan noise measurements taken in 1999 include a reading for Ramona Expressway at Warren Road of 65.0 Ldn dBA; right at the 65 dBA noise standard threshold even at that time.

The project is to be built in three phases, Phase 1 (2009-2012), Phase 2 (2012-2016), and Phase 3 (2016-Buildout). Both on-site and off-site noise levels were calculated along road segments within the project vicinity for "existing plus ambient growth" conditions for all three phases, and "existing plus ambient growth plus project plus cumulative" conditions for all three phases and their alternatives (alternatives consist of each Phase with ADT volumes with Ramona modeled as a freeway, instead of an expressway), which includes traffic generated by the project and other new known projects in the vicinity when built to the RCIP General Plan designation. The ADTs were reported in the Traffic Study (Webb 2007) for each phase.

The tables (organized by north/south then east west road segments for each Phase) on the following pages show the difference between the existing plus ambient growth noise environment compared to the anticipated noise environment for existing plus ambient growth plus project only, existing plus ambient growth plus project plus cumulative, and existing plus ambient growth plus project plus cumulative for each Phase of the project development and the and the Alternatives. See **Table 5.10-B1, Table 5.10-B2, Table 5.10-C1, Table 5.10-C2, Table 5.10-D1,** and **Table 5.10-D2.** Numbers in bold in the tables represent an increase from existing noise levels of 5 dBA or greater; numbers italicized represent noise levels less than or equal to the 65 dBA exterior noise standard for residential land uses. Existing plus ambient growth ADTs reflect the existing condition plus a one percent per year growth rate.

Table 5.10-A1, Existing Traffic Noise Levels (2007) -North/South Roads

Calculated Noise Levels at 50 feet from CL

N/S Road Segments	Existing	
	ADT	dB CNEL
Perris Boulevard		
N/o Ramona Exwy	17,300	*70.1*
S/o Ramona Exwy	16,100	*69.8*
Redlands Avenue		
S/o Rider St	300	52.5
N/o Orange Ave	3,600	63.3
N/o Citrus Ave	5,400	*65.0*
Murrieta Road		
N/o Nuevo Rd	2,100	*60.9*
S/o Nuevo Rd	600	*55.5*
Evans Road		
N/o Ramona Exwy/Laselle	10,500	*67.9*
S/o Ramona Exwy	8,000	*66.7*
N/o Rider St	5,700	*65.3*
N/o Placentia Ave	600	55.5
N/o Orange Ave	400	53.7
N/o Citrus Ave	300	52.5
N/o Nuevo Rd	200	50.7
Lake Perris Drive		
N/o Ramona Exwy	700	56.2
Dunlap Drive		
N/o Nuevo Rd	2,000	60.7
S/o Nuevo Rd	100	47.7
Foothill Avenue		
N/o Nuevo Rd	800	56.7
Antelope Road		
N/o Nuevo Rd	- -	- -
Menifee Road		
S/o Nuevo Rd	6,700	*66.0*
S/o San Jacinto Ave	5,900	*65.4*
S/o Ellis Ave	6,200	*65.6*
S/o Mapes Rd	5,700	*65.3*
Reservoir Avenue		
N/o Ramona Exwy	--	--
N/o 9th St	--	--
N/o 10th St	700	56.2
S/o 10th St	- -	- -
N/o Nuevo Rd	- -	- -
Lakeview Avenue		
N/o 9th St	3,400	63.0
N/o 10th St	4,900	64.6
N/o North Dr	5,500	*65.1*
N/o Nuevo Rd	5,300	64.9

Table 5.10-A1, Existing Traffic Noise Levels (2007) -North/South Roads

Calculated Noise Levels at 50 feet from CL

N/S Road Segments	Existing	
	ADT	dB CNEL
Yucca Avenue		
S/o 10th St	- -	- -
S/o 9th St	- -	- -
N/o 9th St	- -	- -
S/w 6th St	- -	- -
North Drive		
N/o Apricot Ave	500	*54.7*
Hansen Avenue		
N/o Lakeview Ave East	- -	- -
N/o Yucca Ave	3,100	62.6
S/o Yucca Ave	3,200	62.8
N/o 10th St	- -	- -
N/o Contour Ave	3,100	62.6
S/o Contour Ave	2,700	62.0
SS Boulevard		
S/o WW St	- -	- -
S/o MM St	- -	- -
N/o MM St	- -	- -
S/o Town Center Blvd	- -	- -
N/o Town Center Blvd	- -	- -
Town Center Boulevard		
S/o Ramona Exwy	- -	- -
Park Center Boulevard		
N/o Ramona Exwy	- -	- -
Bridge Street		
N/o Ramona Exwy	600	55.5
S/o Gilman Springs Rd.	600	55.5
Warren Road		
N/o Ramona Exwy	- -	- -
S/o Ramona Exwy	8,800	*67.1*
S/o Cottonwood Ave	9,100	*67.3*
Sanderson Avenue/SR-79		
S/o Ramona Blvd	13,000	*68.8*
S/o Gilman Springs Rd.	25,000	*71.7*
NN Street		
S/o AA St	--	--

-- signifies no value available

Numbers in italics indicate a noise level greater than 65 dBA.

Numbers in bold indicate an increase from existing noise levels of 5 dBA or more.

Table 5.10-A2, Existing Traffic Noise Levels (2007) -East/West Roads

Calculated Noise Levels at 50 feet from CL

E/W Road Segments	Existing	
	ADT	dB CNEL
Ramona Expressway		
W/o I-215	19,300	*70.6*
W/o Indian Ave	25,100	*71.7*
E/o Perris Blvd	21,400	*71.0*
E/o Lasselle St	15,300	*69.5*
W/o Bradley Road	14,900	*69.4*
E/o Rider Road	13,000	*68.8*
W/o Bernasconi Rd	- -	- -
E/o Bernasconi Rd	12,900	*68.8*
E/o Lakeview Ave	13,200	*68.9*
E/o Hansen Ave	11,900	*68.5*
W/o Park Center Blvd	12,000	*68.5*
W/o Bridge St	12,100	*68.5*
W/o Warren Rd	12,900	*68.8*
W/o Sanderson Ave	15,600	*69.6*
E/o Sanderson Ave	15,500	*69.6*
Gilman Springs Road		
W/o Bridge St	7,100	*66.2*
E/o Bridge St	6,900	*66.1*
W/o SR-79	9,300	*67.4*
E/o SR-79	11,900	*68.5*
Rider Street		
E/o Redlands Ave	7,400	*66.4*
E/o Evans Rd	4,900	64.6
W/o Ramona Exwy	2,000	60.7
Placentia Avenue		
E/o Perris Blvd	3,400	63.0
E/o Redlands Ave	300	52.5
Orange Avenue		
E/o Perris Blvd	7,700	*66.6*
E/o Redlands Ave	6,200	*65.6*
E/o Murrieta Rd	3,100	62.6
E/o Evans Rd	2,700	62.0
Nuevo Road		
E/o Redlands Ave	7,400	*66.4*
W/o Evans Rd	7,000	*66.2*
E/o Evans Rd	6,800	*66.0*
E/o Dunlap Dr	10,700	*68.0*
E/o Foothill Ave	10,200	*67.8*
W/o Resevoir Ave	7,300	*66.3*
W/o Lakeview Ave	8,100	*66.8*
W/o North Dr	3,100	62.6

Table 5.10-A2, Existing Traffic Noise Levels (2007) -East/West Roads

Calculated Noise Levels at 50 feet from CL

E/W Road Segments	Existing	
	ADT	dB CNEL
San Jacinto Avenue		
E/o Pico Ave	3,300	62.9
Ellis Avenue		
E/o Pico Ave	600	55.5
Mapes Road		
E/o Antelope Rd	1,000	57.7
E/o Menifee Rd	1,400	59.2
Lakeview Avenue East		
E/o Date St	--	--
E/o Hansen Ave	--	--
9th Street		
E/o Resevoir Ave	600	55.5
E/o Lakeview Ave	500	54.7
10th Street		
E/o Resevoir Ave	1,300	58.8
E/o Lakeview Ave	1,300	58.8
E/o Yucca Ave	--	--
E/o Hansen Ave	--	--
E/o Lakeview Ave	--	--
Wolfskill Avenue		
E/o Hansen Ave	400	53.7
Apricot Avenue		
W/o Hansen Ave	1,000	57.7
Contour Avenue		
E/o Hansen Ave	2,100	60.9
Cottonwood Avenue		
E/o Warren Rd	3,200	62.8
AA Street		
E/o Reservoir Ave	--	--
W/o CC St	--	--
BB Street		
W/o CC St	--	--
E/o CC St	--	--
PP Street		
W/o QQ St	--	--
MM Street		
E/o SS St	--	--

-- signifies no value available

Numbers in italics indicate a noise level greater than 65 dBA.

Numbers in bold indicate an increase from existing noise levels of 5 dBA or more.

Table 5.10-B1, A Phase 1 Comparative Noise Level Summary - North/South Roads

Calculated Noise Levels at 50 feet from Roadway Centerline

N/S Road Segments	Existing Plus Ambient		Phase 1 Project Only					Phase 1 Alt 1 Project Only					Phase 1 Cumulative			Phase 1 Alt 1 Cumulative			Phase 1 Cumulative w/o Project			Phase 1 Alt 1 Cumulative w/o Project			Project contribution
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y
	ADT	dB CNEL	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	dB CNEL
Perris Boulevard																									
N/o Ramona Exwy	18,400	*70.3*	900	57.2	19,300	*70.6*	0.2	900	57.2	19,300	*70.6*	0.2	24,400	*71.6*	1.2	24,400	*71.6*	1.2	23,500	*71.4*	1.1	23,500	*71.4*	1.1	0.2
S/o Ramona Exwy	17,000	*70.0*	200	50.7	17,200	*70.1*	0.1	200	50.7	17,200	*70.1*	0.1	23,800	*71.5*	1.5	23,800	*71.5*	1.5	23,600	*71.4*	1.4	23,600	*71.4*	1.4	0.0
Redlands Avenue																									
S/o Rider St	--	--	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
N/o Orange Ave	--	--	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
N/o Citrus Ave	--	--	200	50.7	200	50.7	**- -**	200	50.7	200	50.7	**- -**	- -	- -	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
Murrieta Road																									
N/o Nuevo Rd	2,200	61.1	200	*50.7*	2,400	61.5	0.4	200	*50.7*	2,400	61.5	0.4	3,300	*62.9*	1.8	3,300	62.9	1.8	3,100	62.6	1.5	3,100	62.6	1.5	0.3
S/o Nuevo Rd	700	56.2	**- -**	**- -**	- -	- -	**- -**	**- -**	**- -**	- -	- -	**- -**	5,200	*64.9*	**8.7**	5,200	64.9	**8.7**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
Evans Road																									
N/o Ramona Exwy/Laselle	11,100	*68.2*	700	56.2	11,800	*68.4*	0.3	700	56.2	11,800	*68.4*	0.3	17,900	*70.2*	2.1	17,900	*70.2*	2.1	17,200	*70.1*	1.9	17,200	*70.1*	1.9	0.2
S/o Ramona Exwy	8,500	*67.0*	200	50.7	8,700	*67.1*	0.1	200	50.7	8,700	*67.1*	0.1	11,600	*68.3*	1.4	11,600	*68.3*	1.4	11,400	*68.3*	1.3	11,400	*68.3*	1.3	0.1
N/o Rider St	--	--	- -	- -			**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**	**- -**	**- -**	- -	- -	**- -**	**- -**
N/o Placentia Ave	600	55.5	200	50.7	800	56.7	1.2	200	50.7	800	56.7	1.2	10,600	*68.0*	**12.5**	10,600	*68.0*	**12.5**	10,400	*67.9*	**12.4**	10,400	*67.9*	**12.4**	0.1
N/o Orange Ave	--	--	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	7,100	*66.2*	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
N/o Citrus Ave	--	--	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
N/o Nuevo Rd	200	50.7	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	3,300	*62.9*	**12.2**	3,300	62.9	**12.2**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
Lake Perris Drive																									
N/o Ramona Exwy	700	56.2	700	*56.2*	1,400	59.2	3.0	700	*56.2*	1,400	59.2	3.0	700	*56.2*	0.0	700	56.2	0.0	0	**- -**	**- -**	0	**- -**	**- -**	**- -**
Dunlap Drive																									**- -**
N/o Nuevo Rd	2,100	60.9	- -	- -			- -	- -	- -	- -	- -	- -	3,400	*63.0*	2.1	3,400	63.0	2.1	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
S/o Nuevo Rd	100	47.7	- -	- -			- -	- -	- -	- -	- -	- -	100	*47.7*	0.0	100	47.7	0.0	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
Foothill Avenue																									
N/o Nuevo Rd	800	56.7	200	*50.7*	1,000	57.7	1.0	200	*50.7*	1,000	57.7	1.0	4,000	*63.7*	**7.0**	4,000	63.7	**7.0**	3,800	63.5	**6.8**	3,800	63.5	**6.8**	0.2
Antelope Road																									
N/o Nuevo Rd	- -	- -	200	50.7	200	50.7	**- -**	200	50.7	200	50.7	**- -**	9,200	*67.3*	**- -**	9,200	*67.3*	**- -**	9,000	*67.2*	**- -**	9,000	*67.2*	**- -**	**- -**
N/o Orange Ave	- -	- -	200	50.7	200	50.7	**- -**	200	50.7	200	50.7	**- -**	3,600	63.3	**- -**	9,300	*67.4*	**- -**	3,400	63.0	**- -**	9,100	*67.3*	**- -**	**- -**
Menifee Road																									
S/o Nuevo Rd	7,100	*66.2*	1,400	59.2	8,500	*67.0*	0.8	1,400	59.2	8,500	*67.0*	0.8	15,400	*69.6*	3.4	15,400	*69.6*	3.4	14,000	*69.2*	2.9	14,000	*69.2*	2.9	0.4
S/o San Jacinto Ave	6,200	*65.6*	1,200	58.5	7,400	*66.4*	0.8	1,200	58.5	7,400	*66.4*	0.8	16,600	*69.9*	4.3	16,600	*69.9*	4.3	15,400	*69.6*	4.0	15,400	*69.6*	4.0	0.3
S/o Ellis Ave	6,600	*65.9*	1,200	58.5	7,800	*66.6*	0.7	1,200	58.5	7,800	*66.6*	0.7	18,100	*70.3*	4.4	18,100	*70.3*	4.4	16,900	*70.0*	4.1	16,900	*70.0*	4.1	0.3
S/o Mapes Rd	6,100	*65.6*	1,200	58.5	7,300	*66.3*	0.8	1,200	58.5	7,300	*66.3*	0.8	19,400	*70.6*	**5.0**	19,400	*70.6*	**5.0**	18,200	*70.3*	4.7	18,200	*70.3*	4.7	0.3
Reservoir Avenue																									
N/o Ramona Exwy	--	--	**- -**	**- -**			**- -**	**- -**	**- -**	- -	- -	**- -**	3,700	63.4	**- -**	4,100	63.8	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
N/o 9th St	3,600	63.3	200	50.7	3,800	63.5	0.2	200	50.7	3,800	63.5	0.2	30,400	*72.5*	**9.3**	23,900	*71.5*	**8.2**	30,200	*72.5*	**9.2**	23,700	*71.4*	**8.2**	0.0
N/o 10th St	700	56.2	200	50.7	900	57.2	1.1	200	50.7	900	57.2	1.1	14,300	*69.3*	**13.1**	11,600	*68.3*	**12.2**	14,100	*69.2*	**13.0**	11,400	*68.3*	**12.1**	0.1
S/o 10th St	- -	- -	200	50.7	200		**- -**	200	50.7	200		**- -**	900	57.2	**- -**	900	57.2	**- -**	700	56.2	**- -**	700	56.2	**- -**	**- -**
N/o Nuevo Rd	- -	- -	**- -**	**- -**			**- -**	**- -**	**- -**	- -	- -	**- -**	1,600	59.7	**- -**	1,600	59.7	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
Lakeview Avenue																									
N/o 9th St	- -	- -	**--**	**--**	- -	- -	**--**	**--**	**--**	- -	- -	**--**	16,000	*69.7*	**--**	16,000	*69.7*	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
N/o 10th St	5,200	64.9	**--**	**--**	- -	- -	**--**	**--**	**--**	- -	- -	**--**	16,000	*69.7*	4.9	16,000	*69.7*	4.9	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**
N/o North Dr	5,800	*65.3*	6,500	*65.8*	12,300	*68.6*	3.3	6,500	*65.8*	12,300	*68.6*	3.3	28,500	*72.2*	**6.9**	28,500	*72.2*	**6.9**	22,000	*71.1*	**5.8**	22,000	*71.1*	**5.8**	1.1
N/o Nuevo Rd	5,700	*65.3*	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	28,700	*72.3*	**7.0**	28,700	*72.3*	**7.0**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**	**- -**

Table 5.10-B1, A Phase 1 Comparative Noise Level Summary - North/South Roads

Calculated Noise Levels at 50 feet from Roadway Centerline

N/S Road Segments	Existing Plus Ambient		Phase 1 Project Only					Phase 1 Alt 1 Project Only					Phase 1 Cumulative			Phase 1 Alt 1 Cumulative			Phase 1 Cumulative w/o Project			Phase 1 Alt 1 Cumulative w/o Project			Project contribution
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y
	ADT	dB CNEL	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	dB CNEL
Yucca Avenue																									
S/o 10th St	- -	- -	--	--	- -	- -	--	--	--	- -	- -	--	400	*53.7*	--	400	53.7	- -	- -	- -	- -	- -	- -	- -	- -
S/o 9th St	- -	- -	--	--	- -	- -	--	--	--	- -	- -	--	800	*56.7*	--	800	56.7	- -	- -	- -	- -	- -	- -	- -	- -
N/o 9th St	- -	- -	200	*50.7*	200	50.7	--	200	*50.7*	200	50.7	--	900	*57.2*	--	900	57.2	- -	700	56.2	- -	700	56.2	- -	- -
S/w 6th St	- -	- -	--	--	- -	- -	--	--	--	- -	- -	--	500	*54.7*	--	500	54.7	- -	- -	- -	- -	- -	- -	- -	- -
North Drive																									
N/o Apricot Ave	600	55.5	- -	- -			--	- -	- -	- -	- -	--	1,200	*58.5*	3.0	1,200	58.5	3.0	- -	- -	- -	- -	- -	- -	- -
Hansen Avenue																									
N/o Lakeview Ave East	- -	- -	- -	- -			--	- -	- -	- -	- -	--	3,900	63.6	--	2,700	62.0	- -	- -	- -	- -	- -	- -	- -	- -
N/o Yucca Ave	3,300	62.9	- -	- -			--	- -	- -	- -	- -	--	4,400	64.1	1.2	4,400	64.1	1.2	- -	- -	- -	- -	- -	- -	- -
S/o Yucca Ave	3,300	62.9	- -	- -			--	- -	- -	- -	- -	--	- -	- -	- -	4,800	64.5	1.6	- -	- -	- -	- -	- -	- -	- -
N/o 10th St	3,400	63.0	- -	- -			--	- -	- -	- -	- -	--	4,800	64.5	1.5	4,000	63.7	0.7	- -	- -	- -	- -	- -	- -	- -
N/o Contour Ave	3,200	62.8	200	50.7	3,400	63.0	0.3	200	50.7	3,400	63.0	0.3	4,100	63.8	1.1	4,100	63.8	1.1	3,900	63.6	0.9	3,900	63.6	0.9	0.2
S/o Contour Ave	2,900	62.3	- -	- -			--	- -	- -	- -	- -	--	3,800	63.5	1.2	3,800	63.5	1.2	- -	- -	- -	- -	- -	- -	- -
SS Boulevard																									
S/o WW St	- -	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	--	4,400	64.1	--	4,400	64.1	- -	- -	- -	- -	- -	- -	- -	- -
S/o MM St	- -	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	--	5,000	64.7	--	5,000	64.7	- -	- -	- -	- -	- -	- -	- -	- -
N/o MM St	- -	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	--	6,900	*66.1*	--	6,900	*66.1*	- -	- -	- -	- -	- -	- -	- -	- -
S/o Town Center Blvd	- -	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	--	6,900	*66.1*	--	6,900	*66.1*	- -	- -	- -	- -	- -	- -	- -	- -
N/o Town Center Blvd	- -	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	--	2,000	60.7	--	2,000	60.7	- -	- -	- -	- -	- -	- -	- -	- -
Town Center Boulevard																									
S/o Ramona Exwy	- -	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	--	9,900	*67.7*	--	9,900	*67.7*	- -	- -	- -	- -	- -	- -	- -	- -
Park Center Boulevard																									
N/o Ramona Exwy	- -	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	--	2,300	61.3	--	3,400	63.0	- -	- -	- -	- -	- -	- -	- -	- -
Bridge Street																									
N/o Ramona Exwy	600	55.5	1,400	59.2	2,000	60.7	**5.2**	1,400	59.2	2,000	60.7	**5.2**	5,500	*65.1*	**9.6**	--	- -	- -	4,100	63.8	**8.3**	--	- -	- -	1.3
S/o Gilman Springs Rd.	600	55.5	1,400	59.2	2,000	60.7	**5.2**	1,400	59.2	2,000	60.7	**5.2**	5,900	*65.4*	**9.9**	--	- -	- -	4,500	64.2	**8.8**	--	- -	- -	1.2
Warren Road																									
N/o Ramona Exwy	- -	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	--	- -	- -	--	5,500	*65.1*	--	- -	- -	- -	- -	- -	- -	- -
S/o Ramona Exwy	9,300	*67.4*	2,500	61.7	11,800	*68.4*	1.0	2,500	61.7	11,800	*68.4*	1.0	25,800	*71.8*	4.4	25,800	*71.8*	4.4	23,300	*71.4*	4.0	23,300	*71.4*	4.0	0.4
S/o Cottonwood Ave	9,700	*67.6*	2,100	60.9	11,800	*68.4*	0.9	2,100	60.9	11,800	*68.4*	0.9	22,800	*71.3*	3.7	22,800	*71.3*	3.7	20,700	*70.9*	3.3	20,700	*70.9*	3.3	0.4
Sanderson Avenue/SR-79																									
S/o Ramona Blvd	13,800	*69.1*	- -	- -	- -	- -	--	- -	- -	- -	- -	--	28,000	*72.2*	3.1	28,000	*72.2*	3.1	- -	- -	- -	- -	- -	- -	- -
S/o Gilman Springs Rd.	26,400	*71.9*	1,600	59.7	28,000	*72.2*	0.3	1,600	59.7	28,000	*72.2*	0.3	39,500	*73.7*	1.7	39,500	*73.7*	1.7	37,900	*73.5*	1.6	37,900	*73.5*	1.6	0.2
NN Street																									
S/o AA St	--	--	- -	- -	- -	- -	--	- -	- -	- -	- -	--	1,300	58.8	--	1,300	58.8	--	- -	- -	- -	- -	- -	- -	- -
QQ Street																									
S/o PP St	--	--	- -	- -	- -	- -	--	- -	- -	- -	- -	--	5,800	*65.3*	--	5,200	64.9	--	- -	- -	- -	- -	- -	- -	- -

-- signifies no value available

Numbers in italics indicate a noise level above 65 dBA.

Numbers in bold indicate an increase from existing noise levels of 5 dBA or more.

Table 5.10-B2, A Phase 1 Comparative Noise Level Summary - East/West Roads

Calculated Noise Levels at 50 feet from Roadway Centerline

E/W Road Segments	Existing Plus Ambient		Phase 1 Project Only					Phase 1 Alt 1 Project Only					Phase 1 Cumulative			Phase 1 Cumulative w/o Project			Phase 1 Alt 1 Cumulative w/o Project			Project contribution
	A	*B*	C	D	E	F	G	H	I	J	K	L	M	N	O	S	T	U	V	W	X	Y
	ADT	*dB CNEL*	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	dB CNEL
Ramona Expressway																						
W/o I-215	20,500	*70.8*	1,100	58.1	21,600	*71.0*	0.2	1,100	58.1	21,600	*71.0*	0.2	28,600	*72.3*	1.4	27,500	*72.1*	1.3	27,500	*72.1*	1.3	0.2
W/o Indian Ave	26,600	*71.9*	6,100	*65.6*	32,700	*72.8*	0.9	6,100	*65.6*	32,700	*72.8*	0.9	53,500	*75.0*	3.0	47,400	*74.5*	2.5	47,400	*74.5*	2.5	0.5
E/o Perris Blvd	22,700	*71.3*	7,300	*66.3*	30,000	*72.5*	1.2	7,300	*66.3*	30,000	*72.5*	1.2	53,900	*75.0*	3.8	46,600	*74.4*	3.1	46,600	*74.4*	3.1	0.6
E/o Lasselle St	16,200	*69.8*	8,200	*66.8*	24,400	*71.6*	1.8	8,200	*66.8*	24,400	*71.6*	1.8	49,400	*74.6*	4.8	41,200	*73.8*	4.1	41,200	*73.8*	4.1	0.8
W/o Bradley Road	15,800	*69.7*	8,600	*67.0*	24,400	*71.6*	1.9	8,600	*67.0*	24,400	*71.6*	1.9	49,000	*74.6*	4.9	40,400	*73.8*	4.1	40,400	*73.8*	4.1	0.8
E/o Rider Road	13,800	*69.1*	8,600	*67.0*	22,400	*71.2*	2.1	8,600	*67.0*	22,400	*71.2*	2.1	56,300	*75.2*	**6.1**	47,700	*74.5*	**5.4**	47,700	*74.5*	**5.4**	0.7
W/o Bernasconi Rd	13,800	*69.1*	8,600	*67.0*	22,400	*71.2*	2.1	8,600	*67.0*	22,400	*71.2*	2.1	55,400	*75.1*	**6.0**	46,800	*74.4*	**5.3**	44,400	*74.2*	**5.1**	0.7
E/o Bernasconi Rd	13,800	*69.1*	8,800	*67.1*	22,600	*71.2*	2.1	8,800	*67.1*	22,600	*71.2*	2.1	53,000	*74.9*	**5.8**	44,200	*74.2*	**5.1**	44,200	*74.2*	**5.1**	0.8
E/o Lakeview Ave	14,000	*69.2*	8,800	*67.1*	22,800	*71.3*	2.1	8,800	*67.1*	22,800	*71.3*	2.1	54,300	*75.0*	**5.9**	45,500	*74.3*	**5.1**	45,900	*74.3*	**5.2**	0.8
E/o Hansen Ave	12,600	*68.7*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	53,400	*75.0*	**6.3**	- -	- -	- -	- -	- -	- -	- -
W/o Park Center Blvd	12,700	*68.7*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	50,400	*74.7*	**6.0**	- -	- -	- -	- -	- -	- -	- -
W/o Bridge St	12,800	*68.8*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	48,700	*74.6*	**5.8**	- -	- -	- -	- -	- -	- -	- -
W/o Warren Rd	13,700	*69.1*	5,000	64.7	18,700	*70.4*	1.4	6,400	*65.8*	20,100	*70.7*	1.7	44,800	*74.2*	**5.1**	39,800	*73.7*	4.6	44,600	*74.2*	**5.1**	0.5
W/o Sanderson Ave	16,500	*69.9*	2,300	61.3	18,800	*70.4*	0.6	2,300	61.3	18,800	*70.4*	0.6	36,700	*73.3*	3.5	34,400	*73.1*	3.2	34,400	*73.1*	3.2	0.3
E/o Sanderson Ave	16,400	*69.8*	500	54.7	16,900	*70.0*	0.1	500	54.7	16,900	*70.0*	0.1	22,800	*71.3*	1.4	22,300	*71.2*	1.3	22,300	*71.2*	1.3	0.1
Gilman Springs Road																						
W/o Bridge St	7,500	*66.5*	1,400	59.2	8,900	*67.2*	0.7	1,400	59.2	8,900	*67.2*	0.7	16,200	*69.8*	3.3	14,800	*69.4*	3.0	14,800	*69.4*	3.0	0.4
E/o Bridge St	7,300	*66.3*	1,400	59.2	8,700	*67.1*	0.8	1,400	59.2	8,700	*67.1*	0.8	11,100	*68.2*	1.8	9,700	*67.6*	1.2	14,800	*69.4*	3.1	0.6
W/o SR-79	9,800	*67.6*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	13,700	*69.1*	1.5	- -	- -	- -	- -	- -	- -	- -
E/o SR-79	12,600	*68.7*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	12,600	*68.7*	0.0	- -	- -	- -	- -	- -	- -	- -
Rider Street																						
E/o Redlands Ave	7,800	*66.6*	200	50.7	8,000	*66.7*	0.1	200	50.7	8,000	*66.7*	0.1	15,600	*69.6*	3.0	15,400	*69.6*	3.0	15,400	*69.6*	3.0	0.1
E/o Evans Rd	5,200	64.9	200	50.7	5,400	*65.0*	0.2	200	50.7	5,400	*65.0*	0.2	18,400	*70.3*	**5.5**	18,200	*70.3*	**5.4**	18,200	*70.3*	**5.4**	0.0
W/o Ramona Exwy	2,200	61.1	400	53.7	2,600	61.8	0.7	400	53.7	2,600	61.8	0.7	11,400	*68.3*	**7.1**	11,000	*68.1*	**7.0**	11,000	*68.1*	**7.0**	0.2
Placentia Avenue																						
E/o Perris Blvd	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
E/o Redlands Ave	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Orange Avenue																						
E/o Perris Blvd	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
E/o Redlands Ave	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
E/o Murrieta Rd	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
E/o Evans Rd	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Nuevo Road																						
E/o Redlands Ave	7,900	*66.7*	400	53.7	8,300	*66.9*	0.2	400	53.7	8,300	*66.9*	0.2	45,500	*74.3*	**7.6**	45,100	*74.2*	**7.6**	45,100	*74.2*	**7.6**	0.0
W/o Evans Rd	7,400	*66.4*	4,800	64.5	12,200	*68.6*	2.2	4,800	64.5	12,200	*68.6*	2.2	41,600	*73.9*	**7.5**	36,800	*73.4*	**7.0**	36,800	*73.4*	**7.0**	0.5
E/o Evans Rd	7,200	*66.3*	5,000	64.7	12,200	*68.6*	2.3	5,000	64.7	12,200	*68.6*	2.3	40,700	*73.8*	**7.5**	35,700	*73.2*	**7.0**	35,700	*73.2*	**7.0**	0.6
~~E/o Dunlap Dr~~	~~11,300~~	~~*68.2*~~	~~43,700~~	~~*74.1*~~	~~55,000~~	~~*75.1*~~	~~**6.9**~~	~~43,700~~	~~*74.1*~~	~~55,000~~	~~*75.1*~~	~~**6.9**~~	~~43,700~~	~~*74.1*~~	~~**5.9**~~	~~0~~	~~- -~~	~~- -~~	~~0~~	~~- -~~	~~- -~~	~~- -~~
E/o Dunlap Dr	11,300	*68.2*	5,000	64.7	16,300	*69.8*	1.6	5,000	64.7	16,300	*69.8*	1.6	43,700	*74.1*	**5.9**	38,700	- -	- -	38,700	- -	- -	- -
E/o Foothill Ave	10,800	*68.0*	5,200	64.9	16,000	*69.7*	1.7	5,200	64.9	16,000	*69.7*	1.7	41,500	*73.9*	**5.8**	36,300	*73.3*	**5.3**	36,200	*73.3*	**5.3**	0.6
W/o Resevoir Ave	10,800	*68.0*	5,200	64.9	16,000	*69.7*	1.7	5,200	64.9	16,000	*69.7*	1.7	36,500	*73.3*	**5.3**	31,300	*72.7*	4.6	31,300	*72.7*	4.6	0.7
W/o Lakeview Ave	8,600	*67.0*	5,200	64.9	13,800	*69.1*	2.1	5,200	64.9	13,800	*69.1*	2.1	33,300	*72.9*	**5.9**	28,100	*72.2*	**5.1**	28,100	*72.2*	**5.1**	0.7
W/o North Dr	3,300	62.9	- -	- -		- -	- -	- -	- -		- -	- -	5,000	64.7	1.8	- -	- -	- -	- -	- -	- -	- -

Table 5.10-B2, A Phase 1 Comparative Noise Level Summary - East/West Roads

Calculated Noise Levels at 50 feet from Roadway Centerline

E/W Road Segments	Existing Plus Ambient		Phase 1 Project Only					Phase 1 Alt 1 Project Only					Phase 1 Cumulative			Phase 1 Cumulative w/o Project			Phase 1 Alt 1 Cumulative w/o Project			Project contribution
	A	*B*	C	D	E	F	G	H	I	J	K	L	M	N	O	S	T	U	V	W	X	Y
	ADT	*dB CNEL*	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	dB CNEL
San Jacinto Avenue																						
E/o Pico Ave	3,500	63.1	200	50.7	3,700	63.4	0.2	200	50.7	3,700	63.4	0.2	7,600	*66.5*	3.4	7,400	*66.4*	3.3	7,400	*66.4*	3.3	0.1
Ellis Avenue																						
E/o Pico Ave	700	56.2	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	5,700	*65.3*	**9.1**	- -	- -	- -	- -	- -	- -	- -
Mapes Road																						
E/o Antelope Rd	1,000	57.7	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,000	57.7	0.0	- -	- -	- -	- -	- -	- -	- -
E/o Menifee Rd	1,500	59.5	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	3,200	62.8	3.3	- -	- -	- -	- -	- -	- -	- -
Lakeview Avenue East																						
E/o Date St	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	900	57.2	--	- -	- -	- -	- -	- -	- -	- -
E/o Hansen Ave	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	900	57.2	--	- -	- -	- -	- -	- -	- -	- -
9th Street																						
~~E/o Resevoir Ave~~	~~600~~	~~55.5~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~200~~	~~50.7~~	~~800~~	~~56.7~~	~~1.2~~	~~600~~	~~55.5~~	~~0.0~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~
E/o Resevoir Ave	600	55.5	- -	- -	- -	- -	- -	200	50.7	800	56.7	1.2	600	55.5	0.0	- -	- -	- -	- -	- -	- -	- -
E/o Lakeview Ave	600	55.5	200	50.7	800	56.7	1.2	200	50.7	800	56.7	1.2	900	57.2	1.8	700	56.2	0.7	600	55.5	0.0	1.1
10th Street																						
W/o Resevoir Ave	--	--	200	50.7	- -	- -	--	200	50.7	- -	- -	--	17,200	*70.1*	--	17,000	*70.0*	- -	17,000	*70.0*	--	- -
E/o Resevoir Ave	1,300	58.8	200	50.7	1,500	59.5	0.6	200	50.7	1,500	59.5	0.6	9,800	*67.6*	**8.8**	9,600	*67.5*	**8.7**	9,600	*67.5*	**8.7**	0.1
E/o Lakeview Ave	1,400	59.2	200	50.7	1,600	59.7	0.6	200	50.7	1,600	59.7	0.6	5,900	*65.4*	**6.2**	5,700	*65.3*	**6.1**	5,700	*65.3*	**6.1**	0.1
E/o Yucca Ave	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	5,500	*65.1*	--	- -	- -	- -	- -	- -	- -	- -
Wolfskill Avenue																						
E/o Hansen Ave	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Apricot Avenue																						
W/o Hansen Ave	1,000	57.7	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,000	57.7	0.0	- -	- -	- -	- -	- -	- -	- -
Contour Avenue																						
E/o Hansen Ave	2,200	61.1	200	50.7	2,400	61.5	0.4	200	50.7	2,400	61.5	0.4	3,500	63.1	2.0	3,300	62.9	1.8	3,300	62.9	1.8	0.3
Cottonwood Avenue																						
E/o Warren Rd	3,400	63.0	200	50.7	3,600	63.3	0.2	200	50.7	3,600	63.3	0.2	12,700	*68.7*	**5.7**	12,500	*68.7*	**5.7**	12,500	*68.7*	**5.7**	0.1
AA Street																						
E/o Reservoir Ave	--	--	- -	- -	- -	- -	--	- -	- -	- -	- -	--	3,500	63.1	--	- -	- -	- -	- -	- -	- -	- -
W/o CC St	--	--	- -	- -	- -	- -	--	- -	- -	- -	- -	--	2,200	61.1	--	- -	- -	- -	- -	- -	- -	- -
BB Street																						
W/o CC St	--	--	- -	- -	- -	- -	--	- -	- -	- -	- -	--	300	52.5	--	- -	- -	- -	- -	- -	- -	- -
E/o CC St	--	--	- -	- -	- -	- -	--	- -	- -	- -	- -	--	3,900	63.6	--	3,900	63.6	--	- -	- -	- -	- -
PP Street																						
W/o QQ St	--	--	- -	- -	- -	- -	--	- -	- -	- -	- -	--	4,900	64.6	--	- -	- -	- -	- -	- -	- -	- -
MM Street																						
E/o SS St	--	--	- -	- -	- -	- -	--	- -	- -	- -	- -	--	4,900	64.6	--	- -	- -	- -	- -	- -	- -	- -
E/o OO St	--	--	- -	- -	- -	- -	--	- -	- -	- -	- -	--	2,400	61.5	--	- -	- -	- -	- -	- -	- -	- -

-- signifies no value available

Numbers in italics indicate a noise level greater than 65 dBA.

Numbers in bold indicate an increase from existing noise levels of 5 dBA or more.

Table 5.10-C1, A Phase 2 Comparative Noise Level Summary - North/South Roads

Calculated Noise Levels at 50 feet from Roadway Centerline

N/S Road Segments	Existing Plus Ambient		Phase 2 Project Only					Phase 2 Alt 1 Project Only					Phase 2 Cumulative			Phase 2 Alt 1 Cumulative			Phase 2 Cumulative w/o Project			Phase 2 Alt 1 Cumulative w/o Project			Project contribution
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y
	ADT	dB CNEL	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	dB CNEL
North Drive																									
N/o Apricot Ave	600	55.5	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	1,400	59.2	3.7	1,400	59.2	3.7	- -	- -	**- -**	- -	- -	**- -**	- -
Hansen Avenue																									
N/o Lakeview Ave East	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	5,100	64.8	**--**	2,800	62.2	**- -**	- -	- -	**- -**	- -	- -	**- -**	
N/o Yucca Ave	3,400	63.0	500	54.7	3,900	63.6	0.6	500	54.7	3,900	63.6	0.6	5,300	64.9	1.9	5,200	64.9	1.8	4,800	64.5	1.5	4,700	64.4	1.4	0.4
S/o Yucca Ave	- -	- -	- -	- -	- -	- -	**- -**					**- -**	5,900	*65.4*	- -	5,600	*65.2*	- -	- -	- -	**- -**	5,600	*65.2*	- -	- -
N/o 10th St	3,600	63.3	500	54.7	4,100	63.8	0.6	500	54.7	4,100	63.8	0.6	5,000	64.7	1.4	5,600	*65.2*	1.9	4,500	64.2	1.0	5,100	64.8	1.5	0.5
N/o Contour Ave	3,400	63.0	500	54.7	3,900	63.6	0.6	500	54.7	3,900	63.6	0.6	4,900	64.6	1.6	4,900	64.6	1.6	4,400	64.1	1.1	4,400	64.1	1.1	0.5
S/o Contour Ave	3,000	62.5	500	54.7	3,500	63.1	0.7	500	54.7	3,500	63.1	0.7	4,200	63.9	1.5	4,200	63.9	1.5	3,700	63.4	0.9	3,700	63.4	0.9	0.6
SS Boulevard																									
S/o WW St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	20,700	*70.9*	**--**	28,800	*72.3*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
S/o MM St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	22,700	*71.3*	**--**	28,900	*72.3*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
N/o MM St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	21,800	*71.1*	**--**	22,200	*71.2*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
S/o Town Center Blvd	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	21,800	*71.1*	**--**	22,200	*71.2*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
Town Center Boulevard																									
S/o Ramona Exwy	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	16,600	*69.9*	**--**	14,100	*69.2*	**- -**	- -	- -	**- -**	- -	- -	**- -**	
Park Center Boulevard																									
N/o Ramona Exwy	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	7,800	*66.6*	**--**	7,800	*66.6*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
S/o Ramona Exwy	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	19,100	*70.5*	**--**	19,400	*70.6*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
S/o FF St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	14,400	*69.3*	**--**	15,100	*69.5*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
E/o EE St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	11,100	*68.2*	**--**	11,100	*68.2*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
W/o EE St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	15,800	*69.7*	**--**	16,000	*69.7*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
RR Street																									
N/o Park Center Blvd	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	5,000	64.7	**--**	5,000	64.7	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
EE Street																									
N/o Park Center Blvd	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	4,400	64.1	**--**	4,400	64.1	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
N/o FF St	--	- -			- -	- -	**- -**	- -	- -	- -	- -	**- -**	400	53.7	**--**	400	53.7	**- -**	400	53.7	**--**	- -	- -	**- -**	- -
OO Street																									
N/o MM St	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	2,600	61.8	**--**	10,100	*67.7*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
KK Street																									
N/o MM St	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	1,900	60.5	**--**	1,900	60.5	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
LL Street																									
N/o MM St	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	2,500	61.7	**--**	2,500	61.7	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
ll Street																									
N/o HH St	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	1,700	60.0	**--**	1,700	60.0	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
Bridge Street																									
S/o Ramona Exwy	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	1,200	58.5	**--**	1,200	58.5	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
N/o Ramona Exwy	600	55.5	3,600	63.3	4,200	63.9	**8.5**	- -	- -	- -	- -	**- -**	8,900	*67.2*	**11.7**	--	- -	**- -**	5,300	64.9	**9.5**	- -	- -	**- -**	- -
S/o Gilman Springs Rd.	600	55.5	3,600	63.3	4,200	63.9	**8.5**	- -	- -	- -	- -	**- -**	11,000	*68.1*	**12.6**	2,100	60.9	**5.4**	7,400	*66.4*	**10.9**	- -	- -	**- -**	- -
Warren Road																									
S/o Ramona Exwy	9,600	*67.5*	5,700	*65.3*	15,300	*69.5*	2.0	5,700	*65.3*	15,300	*69.5*	2.0	33,500	*73.0*	**5.4**	34,900	*73.1*	**5.6**	27,800	*72.1*	4.6	29,200	*72.4*	4.8	0.8
S/o Cottonwood Ave	10,000	*67.7*	4,100	63.8	14,100	*69.2*	1.5	4,200	63.9	14,200	*69.2*	1.5	31,400	*72.7*	5.0	32,500	*72.8*	**5.1**	27,300	*72.1*	4.4	28,300	*72.2*	4.5	0.6
Sanderson Avenue/SR-79																									
S/o Ramona Blvd	14,300	*69.3*	500	54.7	14,800	*69.4*	0.1	500	54.7	14,800	*69.4*	0.1	39,600	*73.7*	4.4	39,800	*73.7*	4.4	39,100	*73.6*	4.4	39,300	*73.6*	4.4	0.1
S/o Gilman Springs Rd.	27,400	*72.1*	3,100	62.6	30,500	*72.5*	0.5	3,100	62.6	30,500	*72.5*	0.5	55,900	*75.2*	3.1	57,500	*75.3*	3.2	52,800	*74.9*	2.8	54,400	*75.1*	3.0	0.2
NN Street																									
S/o AA St	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	4,100	63.8	**--**	4,100	63.8	**--**	- -	- -	**- -**	- -	- -	**- -**	- -
QQ Street																									
S/o PP St	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	10,400	*67.9*	**--**	10,100	*67.7*	**--**	- -	- -	**- -**	- -	- -	**- -**	- -

-- signifies no value available

Numbers in italics indicate a noise level greater than 65 dBA.

Numbers in bold indicate an increase from existing noise levels of 5 dBA or more.

Table 5.10-C1, A Phase 2 Comparative Noise Level Summary - North/South Roads

Calculated Noise Levels at 50 feet from Roadway Centerline

N/S Road Segments	Existing Plus Ambient		Phase 2 Project Only					Phase 2 Alt 1 Project Only					Phase 2 Cumulative			Phase 2 Alt 1 Cumulative			Phase 2 Cumulative w/o Project			Phase 2 Alt 1 Cumulative w/o Project			Project contribution
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y
	ADT	dB CNEL	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	dB CNEL
North Drive																									
N/o Apricot Ave	600	55.5	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	1,400	59.2	3.7	1,400	59.2	3.7	- -	- -	**- -**	- -	- -	**- -**	- -
Hansen Avenue																									
N/o Lakeview Ave East	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	5,100	64.8	**--**	2,800	62.2	**- -**	- -	- -	**- -**	- -	- -	**- -**	
N/o Yucca Ave	3,400	63.0	500	54.7	3,900	63.6	0.6	500	54.7	3,900	63.6	0.6	5,300	64.9	1.9	5,200	64.9	1.8	4,800	64.5	1.5	4,700	64.4	1.4	0.4
S/o Yucca Ave	- -	- -	- -	- -	- -	- -	**- -**					**- -**	5,900	*65.4*	- -	5,600	*65.2*	- -	- -	- -	**- -**	5,600	*65.2*	- -	- -
N/o 10th St	3,600	63.3	500	54.7	4,100	63.8	0.6	500	54.7	4,100	63.8	0.6	5,000	64.7	1.4	5,600	*65.2*	1.9	4,500	64.2	1.0	5,100	64.8	1.5	0.5
N/o Contour Ave	3,400	63.0	500	54.7	3,900	63.6	0.6	500	54.7	3,900	63.6	0.6	4,900	64.6	1.6	4,900	64.6	1.6	4,400	64.1	1.1	4,400	64.1	1.1	0.5
S/o Contour Ave	3,000	62.5	500	54.7	3,500	63.1	0.7	500	54.7	3,500	63.1	0.7	4,200	63.9	1.5	4,200	63.9	1.5	3,700	63.4	0.9	3,700	63.4	0.9	0.6
SS Boulevard																									
S/o WW St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	20,700	*70.9*	**--**	28,800	*72.3*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
S/o MM St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	22,700	*71.3*	**--**	28,900	*72.3*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
N/o MM St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	21,800	*71.1*	**--**	22,200	*71.2*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
S/o Town Center Blvd	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	21,800	*71.1*	**--**	22,200	*71.2*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
Town Center Boulevard																									
S/o Ramona Exwy	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	16,600	*69.9*	**--**	14,100	*69.2*	**- -**	- -	- -	**- -**	- -	- -	**- -**	
Park Center Boulevard																									
N/o Ramona Exwy	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	7,800	*66.6*	**--**	7,800	*66.6*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
S/o Ramona Exwy	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	19,100	*70.5*	**--**	19,400	*70.6*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
S/o FF St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	14,400	*69.3*	**--**	15,100	*69.5*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
E/o EE St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	11,100	*68.2*	**--**	11,100	*68.2*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
W/o EE St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	15,800	*69.7*	**--**	16,000	*69.7*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
RR Street																									
N/o Park Center Blvd	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	5,000	64.7	**--**	5,000	64.7	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
EE Street																									
N/o Park Center Blvd	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	4,400	64.1	**--**	4,400	64.1	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
N/o FF St	--	- -			- -	- -	**- -**	- -	- -	- -	- -	**- -**	400	53.7	**--**	400	53.7	**- -**	400	53.7	**--**	- -	- -	**- -**	- -
OO Street																									
N/o MM St	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	2,600	61.8	**--**	10,100	*67.7*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
KK Street																									
N/o MM St	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	1,900	60.5	**--**	1,900	60.5	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
LL Street																									
N/o MM St	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	2,500	61.7	**--**	2,500	61.7	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
ll Street																									
N/o HH St	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	1,700	60.0	**--**	1,700	60.0	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
Bridge Street																									
S/o Ramona Exwy	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	1,200	58.5	**--**	1,200	58.5	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -
N/o Ramona Exwy	600	55.5	3,600	63.3	4,200	63.9	**8.5**	- -	- -	- -	- -	**- -**	8,900	*67.2*	**11.7**	--	- -	**- -**	5,300	64.9	**9.5**	- -	- -	**- -**	- -
S/o Gilman Springs Rd.	600	55.5	3,600	63.3	4,200	63.9	**8.5**	- -	- -	- -	- -	**- -**	11,000	*68.1*	**12.6**	2,100	60.9	**5.4**	7,400	*66.4*	**10.9**	- -	- -	**- -**	- -
Warren Road																									
S/o Ramona Exwy	9,600	*67.5*	5,700	*65.3*	15,300	*69.5*	2.0	5,700	*65.3*	15,300	*69.5*	2.0	33,500	*73.0*	**5.4**	34,900	*73.1*	**5.6**	27,800	*72.1*	4.6	29,200	*72.4*	4.8	0.8
S/o Cottonwood Ave	10,000	*67.7*	4,100	63.8	14,100	*69.2*	1.5	4,200	63.9	14,200	*69.2*	1.5	31,400	*72.7*	5.0	32,500	*72.8*	**5.1**	27,300	*72.1*	4.4	28,300	*72.2*	4.5	0.6
Sanderson Avenue/SR-79																									
S/o Ramona Blvd	14,300	*69.3*	500	54.7	14,800	*69.4*	0.1	500	54.7	14,800	*69.4*	0.1	39,600	*73.7*	4.4	39,800	*73.7*	4.4	39,100	*73.6*	4.4	39,300	*73.6*	4.4	0.1
S/o Gilman Springs Rd.	27,400	*72.1*	3,100	62.6	30,500	*72.5*	0.5	3,100	62.6	30,500	*72.5*	0.5	55,900	*75.2*	3.1	57,500	*75.3*	3.2	52,800	*74.9*	2.8	54,400	*75.1*	3.0	0.2
NN Street																									
S/o AA St	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	4,100	63.8	**--**	4,100	63.8	**--**	- -	- -	**- -**	- -	- -	**- -**	- -
QQ Street																									
S/o PP St	--	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	10,400	*67.9*	**--**	10,100	*67.7*	**--**	- -	- -	**- -**	- -	- -	**- -**	- -

-- signifies no value available

Numbers in italics indicate a noise level greater than 65 dBA.

Numbers in bold indicate an increase from existing noise levels of 5 dBA or more.

Table 5.10-C2, A Phase 2 Comparative Noise Level Summary - East/West Roads

Calculated Noise Levels at 50 feet from Roadway Centerline

E/W Road Segments	Existing Plus Ambient		Phase 2 Project Only					Phase 2 Alt 1 Project Only					Phase 2 Cumulative			Phase 2 Alt 1 Cumulative			Phase 2 Cumulative w/o Project			Phase 2 Alt 1 Cumulative w/o Project			Project contribution
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y
	ADT	dB CNEL	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	dB CNEL
Ramona Expressway																									
W/o I-215	21,200	*71.0*	2,100	60.9	23,300	*71.4*	0.4	1,400	59.2	22,600	*71.2*	0.3	36,400	*73.3*	2.3	36,500	*73.3*	2.4	34,300	*73.1*	2.1	35,100	*73.2*	2.2	0.3
W/o Indian Ave	27,600	*72.1*	10,400	*67.9*	38,000	*73.5*	1.4	6,500	*65.8*	34,100	*73.0*	0.9	65,600	*75.9*	3.8	61,400	*75.6*	3.5	55,200	*75.1*	3.0	54,900	*75.1*	3.0	0.7
E/o Perris Blvd	23,600	*71.4*	12,400	*68.6*	36,000	*73.3*	1.8	7,900	*66.7*	31,500	*72.7*	1.3	66,000	*75.9*	4.5	61,500	*75.6*	4.2	53,600	*75.0*	3.6	53,600	*75.0*	3.6	0.9
E/o Lasselle St	16,800	*70.0*	13,900	*69.1*	30,700	*72.6*	2.6	8,900	*67.2*	25,700	*71.8*	1.8	62,700	*75.7*	**5.7**	59,100	*75.4*	**5.5**	48,800	*74.6*	4.6	50,200	*74.7*	4.8	1.1
W/o Bradley Road	16,400	*69.8*	13,900	*69.1*	30,300	*72.5*	2.7	8,900	*67.2*	25,300	*71.7*	1.9	62,300	*75.6*	**5.8**	58,700	*75.4*	**5.5**	48,400	*74.5*	4.7	49,800	*74.7*	4.8	1.1
E/o Rider St	14,300	*69.3*	15,000	*69.5*	29,300	*72.4*	3.1	9,700	*67.6*	24,000	*71.5*	2.2	69,600	*76.1*	**6.9**	64,000	*75.8*	**6.5**	54,600	*75.1*	**5.8**	54,300	*75.0*	**5.8**	1.1
W/o Bernasconi Rd	14,300	*69.3*	16,000	*69.7*	30,300	*72.5*	3.3	10,100	*67.7*	24,400	*71.6*	2.3	68,900	*76.1*	**6.8**	63,000	*75.7*	**6.4**	52,900	*74.9*	**5.7**	52,900	*74.9*	**5.7**	1.1
E/o Bernasconi Rd	14,300	*69.3*	17,000	*70.0*	31,300	*72.7*	3.4	10,300	*67.8*	24,600	*71.6*	2.4	69,400	*76.1*	**6.9**	54,400	*75.1*	**5.8**	52,400	*74.9*	**5.6**	44,100	*74.1*	4.9	1.2
E/o Lakeview Ave	14,500	*69.3*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	69,100	*76.1*	**6.8**	67,200	*76.0*	**6.7**	- -	- -	- -	- -	- -	- -	- -
E/o Hansen Ave	13,100	*68.9*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	68,400	*76.1*	**7.2**	65,900	*75.9*	**7.0**	- -	- -	- -	- -	- -	- -	- -
W/o Park Center Blvd	13,200	*68.9*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	61,000	*75.6*	**6.6**	65,800	*75.9*	**7.0**	- -	- -	- -	- -	- -	- -	- -
W/o Bridge St	13,300	*68.9*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	66,400	*75.9*	**7.0**	72,000	*76.3*	**7.3**	- -	- -	- -	- -	- -	- -	- -
W/o Warren Rd	14,200	*69.2*	12,400	*68.6*	26,600	*71.9*	2.7	16,000	*69.7*	30,200	*72.5*	3.3	59,100	*75.4*	**6.2**	74,300	*76.4*	**7.2**	46,700	*74.4*	**5.2**	58,300	*75.4*	**6.1**	1.0
W/o Sanderson Ave	17,200	*70.1*	5,200	64.9	22,400	*71.2*	1.1	5,200	64.9	22,400	*71.2*	1.1	47,900	*74.5*	4.4	51,900	*74.9*	4.8	42,700	*74.0*	3.9	46,700	*74.4*	4.3	0.5
E/o Sanderson Ave	17,000	*70.0*	1,600	59.7	18,600	*70.4*	0.4	1,600	59.7	18,600	*70.4*	0.4	28,000	*72.2*	2.2	28,500	*72.2*	2.2	26,400	*71.9*	1.9	26,900	*72.0*	2.0	0.3
Gilman Springs Road																									
W/o Bridge St	7,800	*66.6*	3,600	63.3	11,400	*68.3*	1.6	- -	- -	- -	- -	- -	27,400	*72.1*	**5.5**	29,000	*72.3*	**5.7**	23,800	*71.5*	4.8	- -	- -	- -	0.6
E/o Bridge St	7,600	*66.5*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	18,900	*70.5*	4.0	29,000	*72.3*	**5.8**	- -	- -	- -	- -	- -	- -	- -
W/o SR-79	10,200	*67.8*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	21,600	*71.0*	3.3	21,600	*71.0*	3.3	- -	- -	- -	- -	- -	- -	- -
E/o SR-79	13,100	*68.9*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	13,100	*68.9*	0.0	13,100	*68.9*	0.0	- -	- -	- -	- -	- -	- -	- -
Rider Street																									
E/o Redlands Ave	8,100	*66.8*	500	54.7	8,600	*67.0*	0.3	500	54.7	8,600	*67.0*	0.3	19,800	*70.7*	3.9	20,600	*70.8*	4.1	19,300	*70.6*	3.8	20,100	*70.7*	3.9	0.1
E/o Evans Rd	5,400	*65.0*	1,000	57.7	6,400	*65.8*	0.7	700	56.2	6,100	*65.6*	0.5	21,300	*71.0*	**6.0**	19,300	*70.6*	**5.5**	20,300	*70.8*	**5.8**	18,600	*70.4*	**5.4**	0.2
W/o Ramona Exwy	2,200	61.1	1,000	57.7	3,200	62.8	1.6	700	56.2	2,900	62.3	1.2	11,600	*68.3*	**7.2**	9,600	*67.5*	**6.4**	10,600	*68.0*	**6.8**	8,900	*67.2*	**6.1**	0.4
Placentia Avenue																									
E/o Perris Blvd	- -	- -	- -	- -	- -	- -	- -	4,700	64.4	- -	- -	- -	- -	- -	- -	15,100	*69.5*	- -	- -	- -	- -	10,400	*67.9*	- -	- -
E/o Redlands Ave	- -	- -	- -	- -	- -	- -	- -	3,100	62.6	- -	- -	- -	- -	- -	- -	10,200	*67.8*	- -	- -	- -	- -	7,100	*66.2*	- -	- -
Orange Avenue																									
E/o Perris Blvd	- -	- -	- -	- -	- -	- -	- -	500	54.7	- -	- -	- -	- -	- -	- -	22,400	*71.2*	- -	- -	- -	- -	21,900	*71.1*	- -	- -
E/o Redlands Ave	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	27,700	*72.1*	- -	- -	- -	- -	- -	- -	- -	- -
E/o Murrieta Rd	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	26,100	*71.9*	- -	- -	- -	- -	- -	- -	- -	- -
E/o Evans Rd	- -	- -	- -	- -	- -	- -	- -	13,200	*68.9*	- -	- -	- -	- -	- -	- -	35,300	*73.2*	- -	- -	- -	- -	22,100	*71.1*	- -	- -
E/o Foothill Ave	- -	- -	- -	- -	- -	- -	- -	13,200	*68.9*	- -	- -	- -	- -	- -	- -	32,400	*72.8*	- -	- -	- -	- -	19,200	*70.5*	- -	- -
W/o Antelope Rd	- -	- -	- -	- -	- -	- -	- -	13,200	*68.9*	- -	- -	- -	- -	- -	- -	38,800	*73.6*	- -	- -	- -	- -	25,600	*71.8*	- -	- -
E/o Antelope Rd	- -	- -	- -	- -	- -	- -	- -	500	54.7	- -	- -	- -	- -	- -	- -	35,700	*73.2*	- -	- -	- -	- -	35,200	*73.2*	- -	- -
E/o Bernasconi Rd	- -	- -	- -	- -	- -	- -	- -	500	54.7	- -	- -	- -	- -	- -	- -	41,900	*73.9*	- -	- -	- -	- -	41,400	*73.9*	- -	- -
Nuevo Road																									
E/o Redlands Ave	8,200	*66.8*	500	54.7	8,700	*67.1*	0.3	900	57.2	9,100	*67.3*	0.5	36,700	*73.3*	**6.5**	33,200	*72.9*	**6.1**	36,200	*73.3*	**6.4**	32,300	*72.8*	**6.0**	0.1
W/o Evans Rd	7,700	*66.6*	2,900	62.3	10,600	*68.0*	1.4	1,400	59.2	9,100	*67.3*	0.7	32,300	*72.8*	**6.2**	28,800	*72.3*	**5.7**	29,400	*72.4*	**5.8**	27,400	*72.1*	**5.5**	0.4
E/o Evans Rd	7,500	*66.5*	3,400	63.0	10,900	*68.1*	1.6	2,900	62.3	10,400	*67.9*	1.4	55,400	*75.1*	**8.7**	49,900	*74.7*	**8.2**	52,000	*74.9*	**8.4**	47,000	*74.4*	**8.0**	0.3
E/o Dunlap Dr	11,700	*68.4*	10,800	*68.0*	22,500	*71.2*	2.8	3,400	63.0	15,100	*69.5*	1.1	57,900	*75.3*	**6.9**	52,500	*74.9*	**6.5**	47,100	*74.4*	**6.0**	49,100	*74.6*	**6.2**	0.9
E/o Foothill Ave	11,200	*68.2*	11,400	*68.3*	22,600	*71.2*	3.0	- -	- -	- -	- -	- -	54,200	*75.0*	**6.8**	48,100	*74.5*	**6.3**	42,800	*74.0*	**5.8**	- -	- -	- -	1.0
W/o Resevoir Ave	11,200	*68.2*	12,400	*68.6*	23,600	*71.4*	3.2	3,400	63.0	14,600	*69.3*	1.2	50,400	*74.7*	**6.5**	36,100	*73.3*	**5.1**	38,000	*73.5*	**5.3**	32,700	*72.8*	4.7	1.2
W/o Lakeview Ave	8,900	*67.2*	- -	- -	- -	- -	- -	- -		- -	- -	- -	11,800	*68.4*	1.2	12,000	*68.5*	1.3	- -	- -	- -	- -	- -	- -	- -
W/o North Dr	3,400	63.0	- -	- -	- -	- -	- -	- -		- -	- -	- -	6,000	*65.5*	2.5	6,100	*65.6*	2.5	- -	- -	- -	- -	- -	- -	- -

Table 5.10-C2, A Phase 2 Comparative Noise Level Summary - East/West Roads

Calculated Noise Levels at 50 feet from Roadway Centerline

E/W Road Segments	Existing Plus Ambient		Phase 2 Project Only					Phase 2 Alt 1 Project Only					Phase 2 Cumulative			Phase 2 Alt 1 Cumulative			Phase 2 Cumulative w/o Project			Phase 2 Alt 1 Cumulative w/o Project			Project contribution
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y
	ADT	dB CNEL	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	dB CNEL
San Jacinto Avenue																									
E/o Pico Ave	3,600	63.3	500	54.7	4,100	63.8	0.6	500	54.7	4,100	63.8	0.6	10,200	*67.8*	4.5	10,200	*67.8*	4.5	9,700	*67.6*	4.3	9,700	*67.6*	4.3	0.2
Ellis Avenue																									
E/o Pico Ave	700	56.2	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	9,400	*67.4*	**11.3**	9,400	*67.4*	**11.3**	- -	- -	- -	- -	- -	- -	- -
Mapes Road																									
E/o Antelope Rd	1,000	57.7	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	1,000	57.7	0.0	1,000	57.7	0.0	- -	- -	- -	- -	- -	- -	- -
E/o Menifee Rd	1,500	59.5	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	2,800	62.2	2.7	2,800	62.2	2.7	- -	- -	- -	- -	- -	- -	- -
Lakeview Avenue East																									
E/o Date St	--	- -	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	1,100	58.1	--	3,300	62.9	- -	- -	- -	- -	- -	- -	- -	- -
E/o Hansen Ave	--	- -	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	1,400	59.2	--	1,400	59.2	- -	- -	- -	- -	- -	- -	- -	- -
9th Street																									
E/o Resevoir Ave	700	56.2	500	54.7	1,200	58.5	2.3	500	54.7	1,200	58.5	2.3	1,300	58.8	2.7	1,300	58.8	2.7	800	56.7	0.6	800	56.7	0.6	2.1
~~E/o Lakeview Ave~~	~~700~~	~~56.2~~	~~500~~	~~54.7~~	~~1,200~~	~~58.5~~	~~2.3~~	~~500~~	~~54.7~~	~~1,200~~	~~58.5~~	~~2.3~~	~~1,000~~	~~57.7~~	~~1.5~~	~~800~~	~~56.7~~	~~0.6~~	~~500~~	~~54.7~~	~~-1.5~~	~~300~~	~~52.5~~	~~-3.7~~	--
E/o Lakeview Ave	700	56.2	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	1,000	57.7	1.5	800	56.7	0.6	- -	- -	- -	- -	- -	- -	- -
10th Street																									
W/o Resevoir Ave	- -	- -	500	54.7	- -	- -	- -	15,700	*69.7*	- -	- -	- -	15,000	*69.5*	--	37,200	*73.4*	--	14,500	*69.3*	--	21,500	*71.0*	- -	- -
E/o Resevoir Ave	1,400	59.2	500	54.7	1,900	60.5	1.3	--	- -	- -	- -	- -	23,400	*71.4*	**12.2**	34,200	*73.0*	**13.9**	22,900	*71.3*	**12.1**	- -	- -	- -	0.1
E/o Lakeview Ave	1,500	59.5	500	54.7	2,000	60.7	1.2	--	- -	- -	- -	- -	22,600	*71.2*	**11.8**	30,700	*72.6*	**13.1**	22,100	*71.1*	**11.7**	- -	- -	- -	0.1
Wolfskill Avenue																									
E/o Hansen Ave	400	53.7	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Apricot Avenue																									
W/o Hansen Ave	1,000	57.7	- -	- -	- -	- -	- -	--	- -	- -	- -	- -	1,000	57.7	0.0	1,000	57.7	0.0	- -	- -	- -	- -	- -	- -	- -
Contour Avenue																									
E/o Hansen Ave	2,300	61.3	500	54.7	2,800	62.2	0.9	500	54.7	2,800	62.2	0.9	4,300	64.0	2.7	4,300	64.0	2.7	3,800	63.5	2.2	3,800	63.5	2.2	0.5
Cottonwood Avenue																									
E/o Warren Rd	3,500	63.1	500	54.7	4,000	63.7	0.6	500	54.7	4,000	63.7	0.6	17,200	*70.1*	**6.9**	17,500	*70.1*	**7.0**	16,700	*69.9*	**6.8**	17,000	*70.0*	**6.9**	0.1
AA Street																									
E/o Reservoir Ave	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	7,100	*66.2*	--	7,400	*66.4*	- -	- -	- -	- -	- -	- -	- -	- -
W/o CC St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	3,000	62.5	--	3,400	63.0	- -	- -	- -	- -	- -	- -	- -	- -
BB Street																									
W/o CC St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,000	57.7	--	1,000	57.7	- -	- -	- -	- -	- -	- -	- -	- -
E/o CC St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	5,000	64.7	--	4,600	64.3	- -	- -	- -	- -	- -	- -	- -	- -
PP Street																									
W/o QQ St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	6,100	*65.6*	--	5,800	*65.3*	--	- -	- -	- -	- -	- -	- -	- -
DD Street																									
W/o EE St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,600	59.7	--	1,600	59.7	--	- -	- -	- -	- -	- -	- -	- -
FF Street																									
W/o Park Center Blvd	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	5,000	64.7	--	3,600	63.3	--	- -	- -	- -	- -	- -	- -	- -
E/o Park Center Blvd	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	3,900	63.6	--	3,900	63.6	--	- -	- -	- -	- -	- -	- -	- -
GG Street																									
E/o FF St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	3,900	63.6	--	3,900	63.6	--	- -	- -	- -	- -	- -	- -	- -
W/o II St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	3,900	63.6	--	3,900	63.6	--	- -	- -	- -	- -	- -	- -	- -
HH Street																									
E/o II St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	2,200	61.1	--	2,200	61.1	--	- -	- -	- -	- -	- -	- -	- -
JJ Street																									
E/o II St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,700	60.0	--	1,700	60.0	--	- -	- -	- -	- -	- -	- -	- -
E/o Bridge St	- -	- -		- -	- -	- -	- -	- -	- -	- -	- -	- -	600	55.5	--	600	55.5	--	600	55.5	--	- -	- -	- -	- -
MM Street																									
E/o SS St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	9,600	*67.5*	--	10,200	*67.8*	--	- -	- -	- -	- -	- -	- -	- -
E/o OO St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	6,300	*65.7*	--	7,000	*66.2*	--	- -	- -	- -	- -	- -	- -	- -
E/o KK St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	4,300	64.0	--	5,000	64.7	--	- -	- -	- -	- -	- -	- -	- -
E/o LL St	- -	- -	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	5,700	*65.3*	--	5,200	64.9	--	- -	- -	- -	- -	- -	- -	- -

-- signifies no value available

Numbers in italics indicate a noise level greater than 65 dBA.

Numbers in bold indicate an increase from existing noise levels of 5 dBA or more.

Table 5.10-D1, A Phase 3 Comparative Noise Level Summary - North/South Roads

Calculated Noise Levels at 50 feet from Roadway Centerline

N/S Road Segments	Existing Plus Ambient		Phase 3 Project Only					Phase 3 Alt 1 Project Only					Phase 3 Alt 2 Project Only					Phase 3 Cumulative			Phase 3 Cumulative Alt 1			Phase 3 Cume Alt 2			Phase 3 Cume w/o Project			Phase 3 Cume Alt 1 w/o Project			Phase 3 Cume Alt 2 w/o Project			Project contribution
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD	EE	FF	GG	HH	II	JJ
	ADT	dB CNEL	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	dB CNEL
Perris Boulevard																																			
N/o Ramona Exwy	19,800	*70.7*	2,600	61.8	22,400	*71.2*	0.5	2,600	61.8	22,400	*71.2*	0.5	2,600	61.8	22,400	*71.2*	0.5	63,100	*75.7*	**5.0**	63,700	*75.7*	**5.1**	55,000	*75.1*	4.4	60,500	*75.5*	4.9	61,100	*75.6*	4.9	57,900	*75.3*	4.7	0.2
S/o Ramona Exwy	18,300	*70.3*	800	56.7	19,100	*70.5*	0.2	1,400	59.2	19,700	*70.6*	0.3	1,400	59.2	19,700	*70.6*	0.3	57,000	*75.3*	4.9	57,800	*75.3*	**5.0**	50,000	*74.7*	4.4	56,200	*75.2*	4.9	56,400	*75.2*	4.9	54,800	*75.1*	4.8	0.1
Redlands Avenue																																			
S/o Rider St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	15,900	*69.7*	**- -**	12,000	*68.5*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
N/o Orange Ave	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	15,900	*69.7*	**- -**	13,000	*68.8*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
N/o Citrus Ave	- -	- -	900	57.2	- -	- -	**- -**	- -	- -	- -	- -	**- -**	200	50.7	- -	- -	**- -**	- -	- -	**- -**	25,200	*71.7*	**- -**	23,000	*71.3*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
Murrieta Road																																			
N/o Nuevo Rd	2,400	61.5	900	57.2	3,300	62.9	1.4	800	56.7	3,200	62.8	1.2	800	56.7	3,200	62.8	1.2	15,400	*69.6*	**8.1**	15,400	*69.6*	**8.1**	12,000	*68.5*	**7.0**	14,500	*69.3*	**7.8**	14,600	*69.3*	**7.8**	13,700	*69.1*	**7.6**	0.3
S/o Nuevo Rd	700	56.2	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	7,800	*66.6*	**10.5**	7,800	*66.6*	**10.5**	12,000	*68.5*	**12.3**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
Evans Road																																			
N/o Ramona Exwy/Lasselle	11,900	*68.5*	1,700	60.0	13,600	*69.0*	0.6	1,700	60.0	13,600	*69.0*	0.6	1,700	60.0	13,600	*69.0*	0.6	62,200	*75.6*	**7.2**	64,300	*75.8*	**7.3**	60,000	*75.5*	**7.0**	60,500	*75.5*	**7.1**	62,600	*75.7*	**7.2**	58,800	*75.4*	**6.9**	0.1
S/o Ramona Exwy	9,100	*67.3*	800	56.7	9,900	*67.7*	0.4	1,100	58.1	10,200	*67.8*	0.5	1,100	58.1	10,200	*67.8*	0.5	66,000	*75.9*	**8.6**	69,000	*76.1*	**8.8**	45,000	*74.2*	**6.9**	65,200	*75.8*	**8.6**	67,900	*76.0*	**8.7**	64,100	*75.8*	**8.5**	0.1
N/o Rider St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
N/o Placentia Ave	700	56.2	800	56.7	1,500	59.5	3.3	400	53.7	1,100	58.1	2.0	1,300	58.8	2,000	60.7	4.6	62,200	*75.6*	**19.5**	54,400	*75.1*	**18.9**	41,000	*73.8*	**17.7**	61,400	*75.6*	**19.4**	54,000	*75.0*	**18.9**	60,100	*75.5*	**19.3**	0.1
N/o Orange Ave	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	56,800	*75.2*	**- -**	53,000	*74.9*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
N/o Citrus Ave	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
N/o Nuevo Rd	800	56.7	900	57.2	1,700	60.0	3.3	8,700	*67.1*	9,500	*67.5*	**10.7**	2,000	60.7	2,800	62.2	**5.4**	19,900	*70.7*	**14.0**	37,700	*73.5*	**16.7**	43,000	*74.0*	**17.3**	19,000	*70.5*	**13.8**	29,000	*72.3*	**15.6**	17,000	*70.0*	**13.3**	0.2
S/o Nuevo Rd	- -	- -	- -	- -	- -	- -	**- -**	- -				**- -**	- -	- -	- -	- -	**- -**	34,100	*73.0*	**- -**	39,900	*73.7*	**- -**	39,900	*73.7*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
Lake Perris Drive																																			
N/o Ramona Exwy	800	56.7	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	19,300	*70.6*	**13.8**	19,300	*70.6*	**13.8**	7,000	*66.2*	**9.4**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
Dunlap Drive																																			
N/o Nuevo Rd	2,200	61.1	900	57.2	3,100	62.6	1.5	900	57.2	3,100	62.6	1.5	800	56.7	3,000	62.5	1.3	24,800	*71.6*	**10.5**	24,800	*71.6*	**10.5**	15,000	*69.5*	**8.3**	23,900	*71.5*	**10.4**	23,900	*71.5*	**10.4**	23,100	*71.3*	**10.2**	0.2
S/o Nuevo Rd	100	47.7	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	15,700	*69.7*	**22.0**	15,700	*69.7*	**22.0**	12,000	*68.5*	**20.8**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
Foothill Avenue																																			
N/o Nuevo Rd	900	57.2	1,700	60.0	2,600	61.8	4.6	900	57.2	1,800	60.3	3.0	800	56.7	1,700	60.0	2.8	30,400	*72.5*	**15.3**	28,500	*72.2*	**15.0**	35,000	*73.1*	**15.9**	28,700	*72.3*	**15.0**	27,600	*72.1*	**14.9**	27,900	*72.2*	**14.9**	0.2
Antelope Road																																			
N/o Nuevo Rd	- -	- -	1,700	60.0	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	19,900	*70.7*	**- -**	26,700	*72.0*	**- -**	26,600	*71.9*	**- -**	18,200	*70.3*	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
N/o Orange Ave	- -	- -	2,600	61.8	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	25,200	*71.7*	**- -**	22,900	*71.3*	**- -**	25,200	*71.7*	**- -**	22,600	*71.2*	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
Menifee Road																																			
S/o Nuevo Rd	7,600	*66.5*	7,300	*66.3*	14,900	*69.4*	2.9	7,300	*66.3*	14,900	*69.4*	2.9	7,200	*66.3*	14,800	*69.4*	2.9	46,700	*74.4*	**7.9**	49,400	*74.6*	**8.1**	47,600	*74.5*	**8.0**	39,400	*73.7*	**7.1**	42,100	*73.9*	**7.4**	32,200	*72.8*	**6.3**	0.7
S/o San Jacinto Ave	6,700	*66.0*	6,400	*65.8*	13,100	*68.9*	2.9	6,400	*65.8*	13,100	*68.9*	2.9	6,400	*65.8*	13,100	*68.9*	2.9	38,800	*73.6*	**7.6**	40,800	*73.8*	**7.8**	45,300	*74.3*	**8.3**	32,400	*72.8*	**6.8**	34,400	*73.1*	**7.1**	26,000	*71.8*	**5.9**	0.8
S/o Ellis Ave	7,000	*66.2*	6,400	*65.8*	13,400	*69.0*	2.8	6,400	*65.8*	13,400	*69.0*	2.8	6,400	*65.8*	13,400	*69.0*	2.8	41,600	*73.9*	**7.7**	43,600	*74.1*	**7.9**	39,000	*73.6*	**7.5**	35,200	*73.2*	**7.0**	37,200	*73.4*	**7.3**	28,800	*72.3*	**6.1**	0.7
S/o Mapes Rd	6,500	*65.8*	6,400	*65.8*	12,900	*68.8*	3.0	6,400	*65.8*	12,900	*68.8*	3.0	6,400	*65.8*	12,900	*68.8*	3.0	40,700	*73.8*	**8.0**	42,600	*74.0*	**8.2**	37,800	*73.5*	**7.6**	34,300	*73.1*	**7.2**	36,200	*73.3*	**7.5**	27,900	*72.2*	**6.3**	0.7
Reservoir Avenue																																			
N/o Ramona Expwy	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	7,600	*66.5*	**- -**	8,100	*66.8*	**- -**	7,300	*66.3*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
N/o 9th St	3,800	63.5	800	56.7	4,600	64.3	0.8	800	56.7	4,600	64.3	0.8	800	56.7	4,600	64.3	0.8	33,300	*72.9*	**9.4**	29,400	*72.4*	**8.9**	25,000	*71.7*	**8.2**	32,500	*72.8*	**9.3**	28,600	*72.3*	**8.8**	31,700	*72.7*	**9.2**	0.1
N/o 10th St	800	56.7	800	56.7	1,600	59.7	3.0	800	56.7	1,600	59.7	3.0	800	56.7	1,600	59.7	3.0	23,700	*71.4*	**14.7**	23,000	*71.3*	**14.6**	25,000	*71.7*	**14.9**	22,900	*71.3*	**14.6**	22,200	*71.2*	**14.4**	22,100	*71.1*	**14.4**	0.1
S/o 10th St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	51,700	*74.8*	**- -**	33,600	*73.0*	**- -**	41,000	*73.8*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
N/o Nuevo Rd	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	53,500	*75.0*	**- -**	35,400	*73.2*	**- -**	41,000	*73.8*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
Lakeview Avenue																																			
N/o 10th St	5,600	*65.2*	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	11,000	*68.1*	2.9	9,900	*67.7*	2.5	8,300	*66.9*	1.7	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
N/o North Dr	6,200	*65.6*	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	14,800	*69.4*	3.8	16,500	*69.9*	4.3	7,000	*66.2*	0.5	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
N/o Nuevo Rd	6,100	*65.6*	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	16,500	*69.9*	4.3	16,500	*69.9*	4.3	5,000	64.7	-0.9	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
Yucca Avenue																																			
S/o 10th St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	400	53.7	**--**	400	53.7	**- -**	400	53.7	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
S/o 9th St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	800	56.7	**--**	800	56.7	**- -**	800	56.7	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
N/o 9th St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	1,000	57.7	**--**	900	57.2	**- -**	900	57.2	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
S/w 6th St	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	500	54.7	**--**	500	54.7	**- -**	500	54.7	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
North Drive																																			
N/o Apricot Ave	600	55.5	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	1,500	59.5	4.0	1,500	59.5	4.0	1,500	59.5	4.0	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**

Table 5.10-D1, A Phase 3 Comparative Noise Level Summary - North/South Roads

Calculated Noise Levels at 50 feet from Roadway Centerline

N/S Road Segments	Existing Plus Ambient		Phase 3 Project Only					Phase 3 Alt 1 Project Only					Phase 3 Alt 2 Project Only					Phase 3 Cumulative			Phase 3 Cumulative Alt 1			Phase 3 Cume Alt 2			Phase 3 Cume w/o Project			Phase 3 Cume Alt 1 w/o Project			Phase 3 Cume Alt 2 w/o Project			Project contribution
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD	EE	FF	GG	HH	II	JJ
	ADT	dB CNEL	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	dB CNEL
Hansen Avenue																																			
N/o Lakeview Ave East	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	5,300	64.9	--	2,900	62.3	- -	2,900	62.3	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
N/o Yucca Ave	3,500	63.1	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	5,600	*65.2*	2.0	5,500	*65.1*	2.0	5,500	*65.1*	2.0	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
S/o Yucca Ave	3,700	63.4	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	6,200	*65.6*	2.2	5,900	*65.4*	2.0	5,900	*65.4*	2.0	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
~~N/o 10th St~~	~~3,700~~	~~63.4~~	~~1,700~~	~~60.0~~	~~*5,400*~~	~~*65.0*~~	~~1.6~~	~~1,700~~	~~60.0~~	~~5,400~~	~~*65.0*~~	~~1.6~~	~~1,700~~	~~60.0~~	~~5,400~~	~~*65.0*~~	~~1.6~~	~~5,300~~	~~64.9~~	~~1.6~~	~~5,300~~	~~64.9~~	~~1.6~~	~~5,300~~	~~64.9~~	~~1.6~~	~~3,600~~	~~63.3~~	~~-0.1~~	~~3,600~~	~~63.3~~	~~-0.1~~	~~1,900~~	~~60.5~~	~~-2.9~~	--
N/o 10th St	3,700	63.4	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	5,300	64.9	1.6	5,300	64.9	1.6	5,300	64.9	1.6	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
N/o Contour Ave	3,500	63.1	800	56.7	4,300	64.0	0.9	800	56.7	4,300	64.0	0.9	800	56.7	4,300	64.0	0.9	16,000	*69.7*	**6.6**	16,000	*69.7*	**6.6**	10,000	*67.7*	4.6	15,200	*69.5*	**6.4**	15,200	*69.5*	**6.4**	14,400	*69.3*	**6.1**	0.2
S/o Contour Ave	3,100	62.6	- -	- -	- -	- -	- -	- -					- -	- -	- -	- -	- -	15,500	*69.6*	**7.0**	15,500	*69.6*	**7.0**	9,500	*67.5*	4.9	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
SS Boulevard																																			
S/o WW St	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	23,700	*71.4*	--	32,100	*72.8*	- -	24,900	*71.7*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
S/o MM St	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	25,800	*71.8*	--	32,300	*72.8*	- -	25,300	*71.7*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
N/o MM St	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	19,200	*70.5*	--	18,200	*70.3*	- -	14,400	*69.3*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
S/o Town Center Blvd	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	19,500	*70.6*	--	18,200	*70.3*	- -	14,400	*69.3*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Town Center Boulevard																																			
S/o Ramona Exwy	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	22,600	*71.2*	--	15,100	*69.5*	- -	18,900	*70.5*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Park Center Boulevard																																			
N/o Ramona Exwy	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	24,700	*71.6*	--	24,700	*71.6*	- -	13,400	*69.0*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
S/o Ramona Exwy	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	25,900	*71.8*	--	25,200	71.7	- -	29,000	*72.3*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
S/o FF St	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	16,000	*69.7*	--	15,900	*69.7*	- -	14,400	*69.3*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
E/o EE St	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	10,800	*68.0*	--	8,900	*67.2*	- -	7,800	*66.6*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
W/o EE St	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	20,900	*70.9*	--	19,100	*70.5*	- -	17,000	*70.0*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
RR Street																																			
N/o Park Center Blvd	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	7,500	*66.5*	--	7,600	*66.5*	- -	7,500	*66.5*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
EE Street																																			
N/o Park Center Blvd	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	10,200	*67.8*	--	10,400	*67.9*	- -	9,500	*67.5*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
N/o FF St	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	4,200	63.9	--	4,200	63.9	- -	4,300	64.0	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
OO Street																																			
N/o MM St	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2,400	61.5	--	2,400	61.5	- -	2,400	61.5	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
KK Street																																			
N/o MM St	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2,000	60.7	--	2,000	60.7	- -	2,000	60.7	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
LL Street																																			
N/o MM St	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2,700	62.0	--	2,700	62.0	- -	2,700	62.0	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
II Street																																			
N/o HH St	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,500	59.5	--	1,500	59.5	- -	1,500	59.5	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
TT Street																																			
N/o GG St	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2,800	62.2	--	2,800	62.2	- -	2,800	62.2	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Bridge Street																																			
S/o Ramona Exwy	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,200	58.5	- -	1,200	58.5	- -	1,200	58.5	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
N/o Ramona Exwy	700	56.2	6,400	*65.8*	7,100	*66.2*	**10.1**	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	6,400	*65.8*	**9.6**	- -	- -	- -	- -	- -	- -	0	- -	- -	- -	- -	- -	- -	- -	- -	- -
S/o Gilman Springs Rd.	700	56.2	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	11,500	*68.3*	**12.2**	2,200	61.1	**5.0**	2,200	61.1	5.0	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Warren Road																																			
N/o Ramona Exwy	--	--	- -	- -	- -	- -	- -	6,400	- -	- -	- -	- -	6,400	*65.8*	- -	- -	- -	--	--	--	25,800	*71.8*	- -	31,000	*72.6*	- -	--	--	--	19,400	*70.6*	- -	- -	- -	- -	- -
S/o Ramona Exwy	10,000	*67.7*	9,400	*67.4*	19,400	*70.6*	2.9	9,400	*67.4*	19,400	*70.6*	2.9	9,400	*67.4*	19,400	*70.6*	2.9	35,100	*73.2*	**5.5**	36,600	*73.3*	**5.6**	40,000	*73.7*	**6.0**	25,700	*71.8*	4.1	27,200	*72.0*	4.3	16,300	*69.8*	2.1	1.4
S/o Cottonwood Ave	10,400	*67.9*	6,800	*66.0*	17,200	*70.1*	2.2	6,800	*66.0*	17,200	*70.1*	2.2	6,800	*66.0*	17,200	*70.1*	2.2	32,900	*72.9*	**5.0**	34,100	*73.0*	**5.2**	31,000	*72.6*	4.7	26,100	*71.9*	4.0	27,300	*72.1*	4.2	19,300	*70.6*	2.7	1.0
Sanderson Avenue/SR-79																																			
S/o Ramona Blvd	14,800	*69.4*	900	57.2	15,700	*69.7*	0.3	900	57.2	15,700	*69.7*	0.3	900	57.2	15,700	*69.7*	0.3	50,300	*74.7*	**5.3**	50,600	*74.7*	**5.3**	- -	- -	--	49,400	*74.6*	**5.2**	49,700	*74.7*	**5.3**	48,500	- -	--	- -
S/o Gilman Springs Rd.	28,400	*72.2*	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	85,400	*77.0*	4.8	87,800	*77.1*	4.9	116,000	*78.3*	**6.1**	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
NN Street																																			
S/o AA St	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	4,200	63.9	--	15,000	*69.5*	--	4,200	63.9	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
QQ Street																																			
S/o PP St	--	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	4,200	63.9	--	14,300	*69.3*	--	11,000	*68.1*	--	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -

-- signifies no value available

Numbers in italics indicate a noise level greater than 65 dBA.

Numbers in bold indicate an increase from existing noise levels of 5 dBA or more.

Table 5.10-D2 A Phase 3 Comparative Noise Level Summary - East/West Roads

Calculated Noise Levels at 50 feet from Roadway Centerline

E/W Road Segments	Existing Plus Ambient		Phase 3 Project Only					Phase 3 Alt 1 Project Only					Phase 3 Alt 2 Project Only					Phase 3 Cumulative			Phase 3 Cumulative Alt 1			Phase 3 Cume Alt 2			Phase 3 Cume w/o Project			Phase 3 Cume Alt 1 w/o Project			Phase 3 Cume Alt 2 w/o Project			Project contribution
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD	EE	FF	GG	HH	II	JJ
	ADT	dB CNEL	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	dB CNEL
Ramona Expressway																																			
W/o I-215	22,000	*71.1*	3,400	63.0	25,400	*71.7*	0.6	2,400	61.5	24,400	*71.6*	0.4	- -	- -	- -	- -	- -	72,500	*76.3*	**5.2**	72,700	*76.3*	**5.2**	55,000	*75.1*	4.0	69,100	*76.1*	**5.0**	70,300	*76.2*	**5.0**	- -	- -	- -	0.2
W/o Indian Ave	28,600	*72.3*	13,600	*69.0*	42,200	*74.0*	1.7	9,000	*67.2*	37,600	*73.5*	1.2	- -	- -	- -	- -	- -	68,900	*76.1*	3.8	64,500	*75.8*	3.5	40,000	*73.7*	1.5	55,300	*75.1*	2.9	55,500	*75.1*	2.9	- -	- -	- -	1.0
E/o Perris Blvd	24,400	*71.6*	17,000	*70.0*	41,400	*73.9*	2.3	11,400	*68.3*	35,800	*73.2*	1.7	2,400	61.5	26,800	72.0	0.4	69,300	*76.1*	4.5	64,600	*75.8*	4.2	42,000	*73.9*	2.4	52,300	*74.9*	3.3	53,200	*75.0*	3.4	39,600	*73.7*	2.1	1.2
E/o Lasselle St	17,400	*70.1*	19,500	*70.6*	36,900	*73.4*	3.3	13,200	*68.9*	30,600	*72.6*	2.5	4,200	63.9	21,600	71.0	0.9	65,600	*75.9*	**5.8**	62,100	*75.6*	**5.5**	47,000	*74.4*	4.3	46,100	*74.3*	4.2	48,900	*74.6*	4.5	42,800	*74.0*	3.9	1.5
W/o Bradley Road	17,000	*70.0*	19,500	*70.6*	36,500	*73.3*	3.3	13,200	*68.9*	30,200	*72.5*	2.5	4,200	63.9	21,200	71.0	1.0	65,400	*75.9*	**5.9**	61,600	*75.6*	**5.6**	47,000	*74.4*	4.4	45,900	*74.3*	4.3	48,400	*74.5*	4.5	42,800	*74.0*	4.0	1.5
E/o Rider St	14,900	*69.4*	21,200	*71.0*	36,100	*73.3*	3.8	14,500	*69.3*	29,400	*72.4*	3.0	4,200	63.9	19,100	70.5	1.1	73,100	*76.3*	**6.9**	67,200	*76.0*	**6.5**	41,000	*73.8*	4.4	51,900	*74.9*	**5.4**	52,700	*74.9*	**5.5**	36,800	*73.4*	3.9	1.5
W/o Bernasconi Rd	14,900	*69.4*	23,700	*71.4*	38,600	*73.6*	4.1	15,300	*69.5*	30,200	*72.5*	3.1	32,000	72.8	46,900	74.4	5.0	72,400	*76.3*	**6.9**	66,200	*75.9*	**6.5**	93,000	*77.4*	**8.0**	48,700	*74.6*	**5.1**	50,900	*74.8*	**5.3**	61,000	*75.6*	**6.1**	1.7
E/o Bernasconi Rd	14,900	*69.4*	25,500	*71.8*	40,400	*73.8*	4.3	15,600	*69.6*	30,500	*72.5*	3.1	30,300	72.5	45,200	74.3	4.8	77,600	*76.6*	**7.2**	60,800	*75.5*	**6.1**	93,000	*77.4*	**8.0**	52,100	*74.9*	**5.4**	45,200	*74.3*	4.8	62,700	*75.7*	**6.2**	1.7
E/o Lakeview Ave	15,100	*69.5*	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	72,600	*76.3*	**6.8**	70,600	*76.2*	**6.7**	104,000	*77.9*	**8.4**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
E/o Hansen Ave	13,600	*69.0*	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	72,900	*76.3*	**7.3**	70,200	*76.2*	**7.1**	104,000	*77.9*	**8.8**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
W/o Park Center Blvd	13,700	*69.1*	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	66,800	*75.9*	**6.9**	71,800	*76.3*	**7.2**	93,000	*77.4*	**8.3**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
W/o Bridge St	13,800	*69.1*	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	69,700	*76.1*	**7.0**	75,600	*76.5*	**7.4**	111,000	*78.2*	**9.1**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
W/o Warren Rd	14,700	*69.4*	20,500	*70.8*	35,200	*73.2*	3.8	26,900	*72.0*	41,600	*73.9*	4.5	26,900	72.0	41,600	73.9	4.5	62,000	*75.6*	**6.3**	78,000	*76.6*	**7.2**	111,000	*78.2*	**8.8**	41,500	*73.9*	4.5	51,100	*74.8*	**5.4**	84,100	*76.9*	**7.6**	1.7
W/o Sanderson Ave	17,800	*70.2*	8,500	*67.0*	26,300	*71.9*	1.7	8,500	*67.0*	26,300	*71.9*	1.7	8,500	67.0	26,300	71.9	1.7	51,600	*74.8*	4.6	54,500	*75.1*	4.9	89,000	*77.2*	**7.0**	43,100	*74.0*	3.8	46,000	*74.3*	4.1	80,500	*76.8*	**6.6**	0.8
E/o Sanderson Ave	17,600	*70.2*	3,000	62.5	20,600	*70.8*	0.7	3,000	62.5	20,600	*70.8*	0.7	3,000	62.5	20,600	70.8	0.7	46,200	*74.3*	4.2	47,000	*74.4*	4.3	52,000	*74.9*	4.7	43,200	*74.1*	3.9	44,000	*74.1*	4.0	49,000	*74.6*	4.4	0.3
Gilman Springs Road																																			
W/o Bridge St	8,100	*66.8*	6,400	*65.8*	14,500	*69.3*	2.5	6,400	*65.8*	14,500	*69.3*	2.5	6,400	65.8	14,500	69.3	2.5	28,800	*72.3*	**5.5**	30,500	*72.5*	**5.8**	43,000	*74.0*	**7.2**	22,400	*71.2*	4.4	24,100	*71.5*	4.7	36,600	*73.3*	**6.5**	1.1
E/o Bridge St	7,800	*66.6*	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	19,900	*70.7*	4.1	30,500	*72.5*	**5.9**	43,000	*74.0*	**7.4**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
W/o SR-79	10,600	*68.0*	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	22,700	*71.3*	3.3	22,700	*71.3*	3.3	8,000	*66.7*	-1.2	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
E/o SR-79	13,600	*69.0*	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	13,800	*69.1*	0.1	13,800	*69.1*	0.1	13,800	*69.1*	0.1	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
Rider Street																																			
~~E/o Redlands Ave~~	~~8,400~~	~~*66.9*~~		~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~800~~	~~56.7~~	~~9,200~~			~~20,800~~	~~*70.9*~~	~~3.9~~	~~21,600~~	~~*71.0*~~	~~4.1~~	~~19,000~~	~~*70.5*~~	~~3.5~~	~~20,800~~	~~*70.9*~~	~~3.9~~	~~—~~	~~—~~	~~—~~	~~18,200~~	~~*70.3*~~	~~3.4~~	~~0.0~~
E/o Redlands Ave	8,400	*66.9*	900	57.2	9,300	*67.4*	0.4	- -	- -	- -	- -	**- -**	800	56.7	9,200			20,800	*70.9*	3.9	21,600	*71.0*	4.1	19,000	*70.5*	3.5	19,900	*70.7*	3.7	- -	- -	**- -**	18,200	*70.3*	3.4	0.2
~~E/o Evans Rd~~	~~5,600~~	~~*65.2*~~		~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~27,000~~	~~*72.0*~~	~~6.8~~	~~24,500~~	~~*71.6*~~	~~6.4~~	~~10,000~~	~~*67.7*~~	~~2.5~~	~~27,000~~	~~*72.0*~~	~~6.8~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~0.0~~
E/o Evans Rd	5,600	*65.2*	1,600	59.7	7,200	*66.3*	1.1	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	27,000	*72.0*	**6.8**	24,500	*71.6*	**6.4**	10,000	*67.7*	2.5	25,400	*71.7*	**6.6**	- -	- -	**- -**	- -	- -	**- -**	0.3
W/o Ramona Exwy	2,300	61.3	1,700	60.0	4,000	63.7	2.4	1,300	58.8	3,600	63.3	1.9	- -	- -	- -	- -	**- -**	34,100	*73.0*	**11.7**	28,200	*72.2*	**10.9**	25,000	*71.7*	**10.4**	32,400	*72.8*	**11.5**	26,900	*72.0*	**10.7**	- -	- -	**- -**	0.2
Placentia Avenue																																			
E/o Perris Blvd	- -	- -		- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	800	56.7	- -	- -	**- -**	- -	- -	**- -**	29,500	*72.4*	**- -**	21,000	*70.9*	**- -**	- -	- -	**- -**	- -	- -	**- -**	20,200	*70.8*	**- -**	**- -**
E/o Redlands Ave	- -	- -		- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	2,100	60.9	- -	- -	**- -**	- -	- -	**- -**	29,500	*72.4*	**- -**	18,000	*70.3*	**- -**	- -	- -	**- -**	- -	- -	**- -**	15,900	*69.7*	**- -**	**- -**
Orange Avenue																																			
E/o Perris Blvd	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	800	56.7	- -	- -	**- -**	- -	- -	**- -**	23,500	*71.4*	**- -**	13,000	*68.8*	**- -**	- -	- -	**- -**	- -	- -	**- -**	12,200	*68.6*	**- -**	**- -**
E/o Redlands Ave	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	29,100	*72.3*	**- -**	8,000	*66.7*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
E/o Murrieta Rd	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	27,400	*72.1*	**- -**	8,000	*66.7*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
E/o Evans Rd	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	6,800	66.0	- -	- -	**- -**	- -	- -	**- -**	37,100	*73.4*	**- -**	8,000	*66.7*	**- -**	- -	- -	**- -**	- -	- -	**- -**	1,200	58.5	- -	**- -**
E/o Foothill Ave	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	34,000	*73.0*	**- -**	18,000	*70.3*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
W/o Antelope Rd	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	40,700	*73.8*	**- -**	32,400	*72.8*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
E/o Antelope Rd	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	11,000	68.1	- -	- -	**- -**	- -	- -	**- -**	37,500	*73.4*	**- -**	32,400	*72.8*	**- -**	- -	- -	**- -**	- -	- -	**- -**	21,400	*71.0*	**- -**	**- -**
E/o Bernasconi Rd	- -	- -	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	**- -**	44,000	*74.1*	**- -**	35,900	*73.3*	**- -**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
Nuevo Road																																			
E/o Redlands Ave	8,500	*67.0*	3,700	63.4	12,200	*68.6*	1.6	1,000	57.7	9,500	*67.5*	0.5	400	53.7	8,900	67.2	0.2	40,600	*73.8*	**6.8**	36,700	*73.3*	**6.4**	19,000	*70.5*	3.5	36,900	*73.4*	**6.4**	35,700	*73.2*	**6.2**	18,600	*70.4*	3.4	0.4
W/o Evans Rd	8,000	*66.7*	4,600	64.3	12,600	*68.7*	2.0	1,800	60.3	9,800	*67.6*	0.9	1,100	58.1	9,100	67.3	0.6	38,800	*73.6*	**6.9**	34,500	*73.1*	**6.3**	25,000	*71.7*	4.9	34,200	*73.0*	**6.3**	32,700	*72.8*	**6.1**	23,900	*71.5*	4.8	0.5
E/o Evans Rd	7,900	*66.7*	16,300	*69.8*	24,200	*71.5*	4.9	3,800	63.5	11,700	*68.4*	1.7	600	55.5	8,500	67.0	0.3	58,200	*75.3*	**8.7**	52,400	*74.9*	**8.2**	53,000	*74.9*	**8.3**	41,900	*73.9*	**7.2**	48,600	*74.6*	**7.9**	52,400	*74.9*	**8.2**	1.4
E/o Dunlap Dr	12,200	*68.6*	17,100	*70.0*	29,300	*72.4*	3.8	4,700	64.4	16,900	*70.0*	1.4	1,500	59.5	13,700	69.1	0.5	72,500	*76.3*	**7.7**	65,200	*75.8*	**7.3**	55,000	*75.1*	**6.5**	55,400	*75.1*	**6.6**	60,500	*75.5*	**7.0**	53,500	*75.0*	**6.4**	1.2
E/o Foothill Ave	11,600	*68.3*	18,800	*70.4*	30,400	*72.5*	4.2	4,700	64.4	16,300	*69.8*	1.5	1,500	59.5	13,100	68.9	0.5	69,300	*76.1*	**7.8**	61,500	*75.6*	**7.2**	52,000	*74.9*	**6.5**	50,500	*74.7*	**6.4**	56,800	*75.2*	**6.9**	50,500	*74.7*	**6.4**	1.4
W/o Resevoir Ave	11,600	*68.3*	20,500	*70.8*	32,100	*72.8*	4.4	4,700	64.4	16,300	*69.8*	1.5	1,500	59.5	13,100	68.9	0.5	82,600	*76.9*	**8.5**	57,600	*75.3*	**7.0**	52,000	*74.9*	**6.5**	62,100	*75.6*	**7.3**	52,900	*74.9*	**6.6**	50,500	*74.7*	**6.4**	1.2
W/o Lakeview Ave	9,200	*67.3*	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	23,800	*71.5*	4.1	24,000	*71.5*	4.2	13,000	*68.8*	1.5	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
W/o North Dr	3,600	63.3	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	16,800	*70.0*	**6.7**	17,100	*70.0*	**6.8**	67,000	*76.0*	**12.7**	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
San Jacinto Avenue																																			
E/o Pico Ave	3,800	63.5	900	57.2	4,700	64.4	0.9	900	57.2	4,700	64.4	0.9	800	56.7	4,600	64.3	0.8	18,800	*70.4*	**6.9**	18,800	*70.4*	**6.9**	13,000	*68.8*	**5.3**	17,900	*70.2*	**6.7**	17,900	*70.2*	**6.7**	12,200	*68.6*	**5.1**	0.2
Ellis Avenue																																			
E/o Pico Ave	700	56.2	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	9,900	*67.7*	**11.5**	9,900	*67.7*	**11.5**	1,000	57.7	1.5	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	
Mapes Road																																			
E/o Antelope Rd	1,100	58.1	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	5,100	64.8	**6.7**	5,100	64.8	**6.7**	1,100	58.1	0.0	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**
E/o Menifee Rd	1,600	59.7	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	- -	- -	- -	- -	**- -**	5,200	64.9	**5.1**	5,200	64.9	**5.1**	3,100	62.6	2.9	- -	- -	**- -**	- -	- -	**- -**	- -	- -	**- -**	**- -**

Table 5.10-D2 A Phase 3 Comparative Noise Level Summary - East/West Roads

Calculated Noise Levels at 50 feet from Roadway Centerline

E/W Road Segments	Existing Plus Ambient		Phase 3 Project Only					Phase 3 Alt 1 Project Only					Phase 3 Alt 2 Project Only					Phase 3 Cumulative			Phase 3 Cumulative Alt 1			Phase 3 Cume Alt 2			Phase 3 Cume w/o Project			Phase 3 Cume Alt 1 w/o Project			Phase 3 Cume Alt 2 w/o Project			Project contribution
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD	EE	FF	GG	HH	II	JJ
	ADT	dB CNEL	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	ADT Proj + Exist	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	ADT	dB CNEL	Increase in dBA from existing	dB CNEL
Lakeview Avenue East																																			
E/o Date Street	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1,200	58.5	--	3,500	63.1	--	3,500	63.1	--	--	--	--	--	--	--	--	--	--	--
E/o Hansen Ave	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1,500	59.5	--	1,500	59.5	--	1,500	59.5	--	--	--	--	--	--	--	--	--	--	--
9th Street																																			
~~E/o Resevoir Ave~~	~~700~~	~~56.2~~	~~800~~	~~56.7~~	~~1,500~~	~~59.5~~	~~3.3~~	~~800~~	~~56.7~~	~~1,500~~	~~59.5~~	~~3.3~~	~~800~~	~~56.7~~	~~1,500~~	~~59.5~~	~~3.3~~	~~1,400~~	~~59.2~~	~~3.0~~	~~1,400~~	~~59.2~~	~~3.0~~	~~1,400~~	~~59.2~~	~~3.0~~	~~600~~	~~55.5~~	~~0.7~~	~~600~~	~~55.5~~	~~0.7~~	~~600~~	~~55.5~~	~~0.7~~	~~--~~
E/o Resevoir Ave	700	56.2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1,400	59.2	3.0	1,400	59.2	3.0	1,400	59.2	3.0	--	--	--	--	--	--	--	--	--	--
~~E/o Lakeview Ave~~	~~700~~	~~56.2~~	~~800~~	~~56.7~~	~~1,500~~	~~59.5~~	~~3.3~~	~~800~~	~~56.7~~	~~1,500~~	~~59.5~~	~~3.3~~	~~800~~	~~56.7~~	~~1,500~~	~~59.5~~	~~3.3~~	~~1,000~~	~~57.7~~	~~1.5~~	~~900~~	~~57.2~~	~~1.1~~	~~800~~	~~56.7~~	~~0.6~~	~~200~~	~~50.7~~	~~-5.4~~	~~100~~	~~47.7~~	~~-8.5~~	~~--~~	~~--~~	~~--~~	~~--~~
E/o Lakeview Ave	700	56.2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1,000	57.7	1.5	900	57.2	1.1	800	56.7	0.6	--	--	--	--	--	--	--	--	--	--
10th Street																																			
W/o Resevoir Ave	--	--	800	56.7	--	--	--	--	--	--	--	--	14,400	69.3	--	--	--	15,800	*69.7*	--	39,100	*73.6*	--	35,900	*73.3*	--	15,000	*69.5*	--	--	--	--	21,500	*71.0*	--	--
E/o Resevoir Ave	1,400	59.2	800	56.7	2,200	61.1	2.0	800	56.7	2,200	61.1	2.0	800	56.7	2,200	61.1	2.0	24,600	*71.6*	**12.4**	35,900	*73.3*	**14.1**	41,800	*73.9*	**14.8**	23,800	*71.5*	**12.3**	35,100	*73.2*	**14.0**	41,000	*73.8*	**12.7**	0.1
E/o Lakeview Ave	1,500	59.5	800	56.7	2,300	61.3	1.9	800	56.7	2,300	61.3	1.9	800	--	--	--	--	24,200	*71.5*	**12.1**	32,600	*72.8*	**13.4**	34,400	*73.1*	**13.6**	23,400	*71.4*	**11.9**	31,800	*72.7*	**13.3**	33,600	*73.0*	**11.6**	0.1
Wolfskill Avenue																																			
E/o Hansen Ave	400	53.7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Apricot Avenue																																			
W/o Hansen Ave	1,100	58.1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1,100	58.1	0.0	1,100	58.1	0.0	1,100	58.1	0.0	--	--	--	--	--	--	--	--	--	--
Contour Avenue																																			
E/o Hansen Ave	2,400	61.5	800	56.7	3,200	62.8	1.2	800	56.7	3,200	62.8	1.2	800	56.7	3,200	62.8	1.2	6,900	*66.1*	4.6	6,900	*66.1*	4.6	6,000	*65.5*	4.0	6,100	*65.6*	4.1	6,100	*65.6*	4.1	5,200	64.9	3.4	0.5
Cottonwood Avenue																																			
E/o Warren Rd	3,600	63.3	900	57.2	4,500	64.2	1.0	900	57.2	4,500	64.2	1.0	900	57.2	4,500	64.2	1.0	18,100	*70.3*	**7.0**	18,400	*70.3*	**7.1**	15,000	*69.5*	**6.2**	17,200	*70.1*	**6.8**	17,500	*70.1*	**6.9**	14,100	*69.2*	**5.9**	0.2
AA Street																																			
E/o Reservoir Ave	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7,400	*66.4*	--	7,700	*66.6*	--	7,200	*66.3*	--	--	--	--	--	--	--	--	--	--	--
W/o CC St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3,200	62.8	--	3,500	63.1	--	3,000	62.5	--	--	--	--	--	--	--	--	--	--	--
BB Street																																			
W/o CC St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	900	57.2	--	900	57.2	--	900	57.2	--	--	--	--	--	--	--	--	--	--	--
E/o CC St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4,600	64.3	--	4,400	64.1	--	4,800	64.5	--	--	--	--	--	--	--	--	--	--	--
PP Street																																			
W/o QQ St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6,100	*65.6*	--	5,800	*65.3*	--	6,300	*65.7*	--	--	--	--	--	--	--	--	--	--	--
DD Street																																			
W/o EE St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3,500	63.1	--	3,500	63.1	--	3,400	63.0	--	--	--	--	--	--	--	--	--	--	--
FF Street																																			
W/o Park Center Blvd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	10,500	*67.9*	--	10,300	*67.8*	--	10,900	*68.1*	--	--	--	--	--	--	--	--	--	--	--
E/o Park Center Blvd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	11,700	*68.4*	--	11,300	*68.2*	--	11,700	*68.4*	--	--	--	--	--	--	--	--	--	--	--
W Street																																			
W/o UU St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2,600	61.8	--	2,600	61.8	--	2,400	61.5	--	--	--	--	--	--	--	--	--	--	--
GG Street																																			
S/w FF St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2,700	62.0	--	2,200	61.1	--	2,500	61.7	--	--	--	--	--	--	--	--	--	--	--
E/o FF St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7,300	*66.3*	--	7,300	*66.3*	--	7,400	*66.4*	--	--	--	--	--	--	--	--	--	--	--
W/o II St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6,100	*65.6*	--	6,100	*65.6*	--	6,100	*65.6*	--	--	--	--	--	--	--	--	--	--	--
HH Street																																			
E/o II St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2,200	61.1	--	2,200	61.1	--	2,200	61.1	--	--	--	--	--	--	--	--	--	--	--
JJ Street																																			
W/o II St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2,300	61.3	--	1,700	60.0	--	1,700	60.0	--	--	--	--	--	--	--	--	--	--	--
E/o II St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1,800	60.3	--	1,800	60.3	--	1,800	60.3	--	--	--	--	--	--	--	--	--	--	--
E/o Bridge St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	700	56.2	--	700	56.2	--	700	56.2	--	--	--	--	--	--	--	--	--	--	--
MM Street																																			
E/o SS St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	15,100	*69.5*	--	17,500	*70.1*	--	16,000	*69.7*	--	--	--	--	--	--	--	--	--	--	--
E/o OO St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12,000	*68.5*	--	14,500	*69.3*	--	12,900	*68.8*	--	--	--	--	--	--	--	--	--	--	--
E/o KK St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	10,000	*67.7*	--	12,400	*68.6*	--	10,900	*68.1*	--	--	--	--	--	--	--	--	--	--	--
E/o LL St	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	11,600	*68.3*	--	9,900	*67.7*	--	10,900	*68.1*	--	--	--	--	--	--	--	--	--	--	--

-- signifies no value available

Numbers in italics indicate a noise level greater than 65 dBA.

Numbers in bold indicate an increase from existing noise levels of 5 dBA or more.

Phase 1 (2009-2012)

In Phase 1, there are a number of road segments with traffic noise levels that already exceed the 65 dBA standard for residential land uses for "existing plus ambient growth" conditions. These segments include those on Perris Boulevard, Evans Road, Menifee Road, Lakeview Avenue, Warren Road, Sanderson Avenue/SR-79, Ramona Expressway, Gilman Springs Road, Rider Street, and Nuevo Road. The road segments of Perris Boulevard north and south of Ramona Expressway; Ramona Expressway west of Interstate 215, west of Indian Avenue and east of Perris Boulevard; and Sanderson Avenue/SR-79 south of Gilman Springs Road all exceed the 70 dBA standard for commercial as well (see Column B, **Table 5.10-B1, A Phase 1 Comparative Noise Level Summary – North/South Roads** and Column B, **Table 5.10-B2, A Phase 1 Comparative Noise Level Summary – East/West Roads).**

Phase 1 has ~~three~~ two road segments, out of a total of 147 analyzed, with a difference in noise level from "existing plus ambient growth" to "existing plus ambient growth plus project" of 5 dBA or greater. The maximum noise level increase from Phase 1 (2009-2012) "existing plus ambient growth" conditions (which estimates the existing condition in 2009), due to increased traffic from the development of the project is ~~6.9~~ 5.2 dBA along the ~~segment of Nuevo Road east of Dunlap Drive (Column G, **5.10-B2**). The other two segments showing a greater than 5 dBA increase include the~~ full length of Bridge Street analyzed herein (Column G, **Table 5.10-B1**).

If Alternative 1 was constructed during Phase 1, the maximum noise level increase from "existing plus ambient growth" conditions, due to "existing plus ambient growth plus project" traffic within the project vicinity, is also ~~6.9~~ 5.2 dBA along the ~~segment of Nuevo road east of Dunlap Drive (Column L, **5.10-B2**)~~ full length of Bridge Street (Column L, **5.10 B1**). ~~Phase 1 Alternative 1 also has 2 additional road segments with a difference in noise level between "existing plus ambient growth" and "existing plus ambient growth plus project" of 5 dBA or greater (see **Table 5.10-B1** and **5.10-B2**).~~ Results from the "Project Only" analysis show increases of 5 dBA or greater, which exceed the threshold, for both the project and Alternative 1. ~~However, there are only existing sensitive receptors along the segment of Nuevo east of Dunlap on the north and south side of Nuevo Road.~~ There is a mobile home on the east side of Bridge Street, south of Gilman Springs Road. It currently shows little evidence of occupation, but may be occupied at the time construction for Phase 1 begins. Therefore, as the increases are greater than 5 dBA, project-only Phase 1 impacts are **significant**.

Phase 1 has 32 road segments, out of a total of 147 analyzed, with a difference in noise level from "existing plus ambient growth" to "existing plus ambient growth plus project plus cumulative" of 5 dBA or greater (see Column O, **Table 5.10-B1**). The maximum noise level increase from Phase 1 existing plus ambient growth to cumulative is 13.1 dBA, along the road segment of Reservoir Avenue north of 10th Street. This road segment is adjacent to sensitive receptors.

If Alternative 1 was constructed during Phase 1, the maximum noise level increase from "existing plus ambient growth" conditions, due to "existing plus ambient growth plus project plus cumulative" traffic within the project vicinity, is 12.5 dBA, along the road segment of Evans Road north of Placentia Avenue (see Column O, **Table 5.10-B1**), which is significant, as there are sensitive receptors adjacent to that road segment.

Phase 1 Alternative has 30 road segments with a difference in noise level between "existing plus ambient growth" and "existing plus ambient growth plus project plus cumulative" of 5 dBA or greater (see Column R, **Table 5.10-B1** and **Table 5.10-B2**).Therefore, **the effect of the project together with other cumulative projects will result in significant area-wide noise impacts for both Phase 1 and Phase 1 Alternative.**

However, there are significant noise level increases (greater than 5 dBA increase) from existing (2009) levels from other cumulative projects without the addition of project-generated traffic (see Column U and Column X of **Table 5.10-B1** and **Table 5.10-B2**) along 20 of the 147 road segments (14 of those segments located adjacent to existing sensitive receptors) analyzed for both Phase 1 and Phase 1 Alternative. Therefore, the **cumulative noise impact is significant even without the addition of the project.**

Phase 2 (2012-2016)

Phase 2 has 3 road segments, out of a total of 147 analyzed, with a difference in noise level from "existing plus ambient growth" to "existing plus ambient growth plus project" of 5 dBA or greater (see Column G, **Table 5.10-C1** and **Table 5.10-C2**). The maximum noise level increase from Phase 2 (2012-2016) "existing plus ambient growth" conditions (which estimates the existing condition in 2012), due to increased traffic from the development of the project is 8.5 dBA along the segments of Bridge street north of Ramona Expressway and south of Gilman Springs Road (Column G, **Tables 5.10-C1** and **5.10-C2)**. There is a mobile home on the east side of Bridge Street, south of Gilman Springs Road. It currently shows little evidence of occupation, but may be occupied at the time construction for Phase 2 begins.

If Alternative 1 was constructed during Phase 2, the maximum noise level increase from "existing plus ambient growth" conditions, due to "existing plus ambient growth plus project" traffic within the project vicinity, is 14.6 dBA along the segment of Evans Road north of Nuevo Road. The only other segment with a difference in noise level between "existing plus ambient growth" and "existing plus ambient growth plus project" of 5 dBA or greater for Alternative 1 in Phase 2 is Evans Road north of Placentia (see Column L, **Table 5.10-C1**); this road segment however, is adjacent to existing sensitive receptors. Therefore, the effect of the project-only will result in **significant area-wide noise impacts** for both Phase 2 and Phase 2 Alternative**.**

The maximum noise level increase from Phase 2 existing (2012) plus ambient growth conditions due to existing plus ambient growth plus project plus cumulative traffic within the project vicinity, is 14.7 dBA, along the road segment of Evans Road north of Nuevo Road (see Column O, **Tables 5.10-C1** and **5.10-C2**).

If Alternative 1 was constructed during Phase 2, the maximum noise level increase from "existing plus ambient growth conditions", due to "existing plus ambient growth plus project plus cumulative" traffic within the project vicinity, is 17.8 dBA, also along the road segment of Evans Road north of Nuevo Road (see Column R, **Tables 5.10-C1** and **5.10-C2)**.

Both Phase 2 and Phase 2 Alternative 1 "existing plus ambient growth plus project plus cumulative" traffic conditions have 36 roads segments, out of a total of 147 analyzed, with a difference in noise level between "existing plus ambient growth" and "existing plus ambient

growth plus project plus cumulative" of 5 dBA or greater (see columns O and R, **Table 5.10-C1** and **Table 5.10-C2**). Therefore, the effect of the project together with other cumulative projects will result in **significant area-wide cumulative noise impacts** for both Phase 2 and Phase 2 Alternative.

However, there are significant noise level increases (greater than 5 dBA increase) from existing (2012) levels from other cumulative projects without the addition of project-generated traffic (see Column U and Column X of **Table 5.10-C1** and **Table 5.10-C2)** along 25 of the 147 road segments analyzed for Phase 2 (17 of which are located adjacent to existing sensitive receptors), and along 18 of the 147 road segments analyzed for Phase 2 Alternative. Therefore the **cumulative noise impact is significant even without the addition of the project.**

Phase 3 (2016-Buildout)

The maximum noise level increase from Phase 3 "existing plus ambient growth" conditions (which estimates the existing condition in 2016), due to increased traffic from the development of the project is 10.1 dBA along the segment of Bridge street north of Ramona Expressway (see Column G, **Table 5.10-D1**). That road segment is not adjacent to any sensitive receptors). Phase 3 has only the aforementioned road segment with a difference in noise level from "existing plus ambient growth" to "existing plus ambient growth plus project" of 5 dBA or greater.

If Alternative 1 was constructed during Phase 3, the maximum noise level increase from "existing plus ambient growth" conditions, due to "existing plus ambient growth plus project" traffic within the project vicinity, is 10.7 dBA along the segment of Evans Road north of Nuevo Road and it is the only road segment with a difference in noise level from "existing plus ambient growth" to "existing plus ambient growth plus project" of 5 dBA or greater. This road segment, however, is not adjacent to any sensitive receptors.

If Alternative 2 was constructed during Phase 3, the maximum noise level increase from "existing plus ambient growth" conditions, due to "existing plus ambient growth plus project" traffic within the project vicinity, is 5.4 dBA along the segment of Evans Road north of Nuevo Road (see Column Z, **Table 5.10-D1**) and is not adjacent to sensitive receptors, and is the only road segment out of a total of 147 analyzed, for Phase 3 Alternative 2, with a difference in noise level from "existing plus ambient growth" to "existing plus ambient growth plus project" of 5 dBA or greater. Therefore, due to the fact that the increase in ambient noise is greater than 5 dBA, the effect of the project-only will result in **significant area-wide noise impacts** for Phase 3, Phase 3 Alternative 1, and Phase 3 Alternative 2.

Phase 3 has 50 road segments, out of a total of 147 analyzed, with a difference in noise level between "existing plus ambient growth" and "existing plus ambient growth plus project plus cumulative" of 5 dBA or greater (see Column T, **Table 5.10-D1** and **Table 5.10-D2**). For Phase 3, the maximum noise level increase from Phase 3 (2016-Buildout) existing plus ambient growth conditions, due to existing plus ambient growth plus project plus cumulative traffic within the project vicinity, is 22.0 dBA along the road segment of Dunlap Drive south of Nuevo Road, adjacent to existing sensitive receptors. However, as shown in columns C through G of **Table 5.10-D1**, there is no project-related traffic associated with this link, and the project does not contribute to that 22 dBA increase.

If Alternative 1 was constructed during Phase 3, the maximum noise level increase from existing plus ambient growth conditions, due to existing plus ambient growth plus project plus cumulative traffic within the project vicinity, is also 22.0 dBA, again along the road segment (adjacent to sensitive receptors) of Dunlap Drive south of Nuevo Road (see Column W, **Table 5.10-D1** and **Table 5.10-D2)**. Similar to Phase 3, Phase 3 Alternative does not have project-related traffic associated with this link, and the project does not contribute to that 22 dBA increase. However, Phase 3 Alternative has 53 road segments with a difference in noise level between "existing plus ambient growth" and "existing plus ambient growth plus project plus cumulative" of 5 dBA or greater.

If Alternative 2 was constructed during Phase 3, the maximum noise level increase from existing plus ambient growth conditions, due to existing plus ambient growth plus project plus cumulative traffic within the project vicinity, is 20.8 dBA, again adjacent to sensitive receptors along the road segment of Dunlap Drive south of Nuevo Road (see Column Z, **Table 5.10-D1** and **Table 5.10-D2)**. Again, Phase 3 Alternative 2 does not have project-related traffic associated with this link, and the project does not contribute to that 20.8 dBA increase. Phase 3 Alternative 2 has 39 road segments with a difference in noise level between "existing plus ambient growth" and "existing plus ambient growth plus project plus cumulative" of 5 dBA or greater Therefore, the effect of the project together with other cumulative projects will result in **significant area-wide cumulative noise impacts** for Phase 3, Phase 3 Alternative 1, and Phase 3 Alternative 2.

However, there are significant noise level increases (greater than 5 dBA increase) from existing (2016) levels from other cumulative projects without the addition of project-generated traffic along 31 of the 147 road segments (22 of which are adjacent to sensitive receptors) analyzed for Phase 3 (see Column CC, **Table 5.10-D1** and **Table 5.10-D2)**, along 26 road segments for Phase 3 Alternative 1 (see Column FF, **Table 5.10-D1** and **Table 5.10-D2)**, and along 27 of the 147 road segments analyzed for Phase 3 Alternative 2 (see Column II, **Table 5.10-D1** and **Table 5.10-D2)**. Therefore the **cumulative noise impact is significant even without the addition of the project.**

Existing sensitive receptors, such as the homes located along Reservoir Avenue, Wolfskill Avenue, Mike Lane and Poppy Road, Orange Street, Hansen Avenue, Lakeview Avenue East, and Yucca Avenue, and the existing school (Mountain Shadows Middle School, approximately ½ mile southwest of the project site) will be affected by increases in ambient noise levels associated with the project and other cumulative projects within the vicinity. However, it is not feasible nor is it required for the developer, the developer of related projects, or County to mitigate (i.e., build walls or change out windows) for existing conditions that exceed 65 dBA. For example, the road segment Sanderson Avenue/SR-79 south of Gilman Springs Road exceeds the 70 dBA standard for commercial/agricultural. Existing agricultural uses located there would not want to have walls built which would potentially restrict access to their business. Thus, it is not feasible, or in some cases desirable, to mitigate the significant area-wide noise impacts. Therefore, potential adverse noise impacts related to increases in ambient noise levels remain **significant and unavoidable** with respect to existing uses.

***Threshold B**: Result in a substantial [5 dBA or greater] temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.*

Construction noise will result in a temporary change in ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach significant levels ranging from 70 dBA to 105 dBA (see **Figure 5.10-2, Typical Construction Equipment Noise Levels**). Sensitive receptors that may be affected by construction noise associated with the proposed project include existing residential uses located adjacent to the project site and new homes and schools built within earlier phases of THE VILLAGES OF LAKEVIEW.

There will also be short-term noise impacts to adjacent sensitive receptors from construction-related truck traffic (up to 87 L_{max} dBA at 50 feet) from passing trucks traveling to and from the project sites (L_{max} being the maximum noise level recorded). Construction-related traffic is likely to utilize existing main roads in the vicinity, such as Ramona Expressway, Reservoir Avenue, Hansen Avenue, and Bridge Street. The passage of heavy, construction truck-traffic by existing residences will be episodic, and more of a single event-type noise impact (will not significantly raise the noise level over the County standard 10-minute average) and will result in potential short-term intermittent annoyances, the effect in long-term ambient noise levels would be small when averaged over a longer period of time. In addition, truck traffic on public roads is regulated by federal and state governments, not local governments.

As a rule of thumb, noise from point sources, such as construction equipment, will decrease by 6 dBA for every doubling of distance away from the receptor. For example, when the construction equipment is 100 feet from the sensitive receptor, the decibel level would be 6 dBA lower than when it is 50 feet from the sensitive receptor and 12 dBA lower than the level it is at 50 feet when it is 200 feet from the sensitive receptor. Therefore actual construction noise levels at each sensitive receptor may be somewhat less depending upon its distance to construction activity. The level of impact will depend upon several factors: 1) the distance between construction activity and the sensitive receptors, 2) the types of equipment used, and 3) the hours of construction operations, among others. Without mitigation, short-term construction impacts can result in a substantial temporary increase in ambient noise levels.

Construction of the project may require blasting in the villages abutting the Lakeview Mountains. Blasting activities will be short in duration and will not be required throughout the entire construction period. Such noise occurrences are so short in duration that they do not meet the 10 minute Leq standards, but they can cause concern in adjacent residents who are unaware that construction activities are the cause of the associated noise and vibration.

Impacts from construction noise are considered short-term impacts since noise will cease upon completion of construction activity; and although this project will be under construction for many years and the locations of active construction will move regularly, impact would be **significant without mitigation**. To reduce construction noise impacts to a level below significance, the project proponent will be required to implement mitigation measures **MM Noise 1 through 7,** listed below, such as compliance with Riverside County Ordinance 457 Section 1.G.1. This ordinance provision limits the days and hours of construction activity, as

described above, in order to avoid disturbances during the hours when persons are most sensitive to noise. Construction-related noise can be further reduced by assuring that construction staging areas are not located close to existing sensitive receptors and by equipping construction equipment with properly operating and maintained mufflers. In order to minimize potential impacts from blasting-related activities, the project proponent shall implement **MM Noise 7a**. Therefore, impacts associated with temporary noise associated with construction activities are considered **less than significant**, **with the incorporation of mitigation measures** listed below, and adherence to existing regulations.

Demolition of the existing chicken ranch facility is anticipated to occur prior to the development of the portion of the project located south of the Ramona Expressway. The closest sensitive receptors include one existing residence, on-site, and the off-site homes associated with dairies north of Ramona Expressway. Due to the distance from the chicken ranch facility and the intervening highway noise, these sensitive receptors and future residents in the Resort Village are not likely to experience significant adverse noise impacts from the demolition of the ranch buildings. The noise impact from the demolition is temporary and similar to the noise impact from construction and is considered part of the construction process. As such, is subject to the mitigation measures listed below. **Less than significant impacts are expected**, **with mitigation.**

Figure 5.10-2, Typical Construction Equipment Noise Levels

Type of Equipment	Range of Sound Levels Measured (dBA at 50 feet)	Suggested Sound Levels for Analysis (dBA at 50 feet)
Pile Drivers, 12,000 to 18,000 ft-lb/blow	81 to 96	93
Rock Drills	83 to 99	96
Jack Hammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	68 to 80	77
Dozers	85 to 90	88
Tractors	77 to 82	80
Front-End Loaders	86 to 90	88
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 86	86
Trucks	81 to 87	86
Source: Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek, & Newman, 1987.		

Threshold C: *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.*

The proposed project will be a source of noise as well as be a receptor for noise. The project itself will be a receptor for noise impacts mainly resulting from traffic along Ramona Expressway.

The County of Riverside Department of Environmental Health (DEH) has established standards and guidelines to more specifically implement the residential element of the State of California noise/land use compatibility guidelines. In relation to the development of new homes and potential traffic noise impacts, DEH requires that residential outdoor noise levels not exceed 65 dB Ldn/CNEL and indoor noise levels in residential dwellings not exceed 45 dB Ldn/CNEL. These standards will apply to the project.

It should be noted that the following analyses results are based upon preliminary assumptions (e.g., pad/roadway elevations, building setback assumptions, etc.) and will be confirmed by a subsequent, more detailed study *onc*e such site parameters are designed and finalized and becomes available within each Planning Area and tract. This requirement is also found as mitigation measures (**MM Noise 8 through 11**) to ensure compliance.

Typically, Riverside County Department of Public Health, Office of Industrial Hygiene, requires that sound barrier heights be determined in an acoustical impact analysis such as this. TVOL Specific Plan 342 (Webb 2007a) is conceptual in nature, however; and the main source of noise, Ramona Expressway, is not a part of the project directly, and may be built out in one of three configurations, all with differing traffic and vertical alignment characteristics. Therefore, discussions with Riverside County Department of Public Health, Office of Industrial Hygiene resulted in the decision to not calculate noise barrier heights at this stage of project development. This decision was reached based on both the preliminary nature of the project described above, and the fact that acoustical analysis to determine sound barrier heights are required by the County at the tract map/plot plan stage of development.

Ramona Expressway was modeled as an 8-lane expressway, 6-lane freeway (from here-on referred to as the Ramona Alternative 1), and a 4-lane freeway (referred to as Ramona Alternative 2) as expansion of the Expressway into a freeway is likely to occur in the near future. Due to the limited amount of information regarding cross-section dimensions for both the improved 8-lane Ramona Expressway and the Ramona Alternative, cross section dimensions were used from 'Figure C-4 Street Classification Cross-Sections' in the Circulation Element of the Riverside County General Plan for both the expressway cross-section dimensions and the freeway dimensions. The freeway was modeled at a speed of 65 mph. The approximate preliminary elevation of Ramona Expressway to the proposed pad varies from five feet below pad (adjacent to PA 9) to seven feet above pad (adjacent to the western portion of PA 75) elevation as it transects the project site. As such, the road elevation was factored into the modeling calculations in the Noise Study.

THE VILLAGES OF LAKEVIEW Specific Plan No. 342 has been organized into seven villages and an additional open space area within the Lakeview Mountains. The seven villages are Resort Village, Town Center Village, Park Village, Garden Village, Foothill Village, Enclave Village, and Pinnacle Village. The villages are divided into PAs and the noise impacts from traffic were analyzed by PA. Appropriate noise standards for the PAs (65 dBA for residential and 70 dBA for commercial) were selected according to each PA's corresponding land-use designation.

Table 5.10-E, Exterior Noise Levels of Planning Areas with Ramona Modeled as an Expressway

Village[1]	PA[1]	Land Use[2]	Adjacent Roadway(s)[3]	Ext. Noise Impacts (dBA CNEL)
Resort Village	9	Very High Res.	Ramona Expressway	77.8
			Reservoir Avenue	69.9
	15	Very High Res.	Ramona Expressway	77.9
	16	Very High Res.	Ramona Expressway	77.9
	17W	Very High Res.	Ramona Expressway	77.8
	17E	Very High Res.	Ramona Expressway	77.9
			QQ Street	70.3
	19	High Res.	QQ Street	70.3
	20	High Res.	Ramona Expressway	77.8
			QQ Street	69.9
Town Center Village	27	Mixed Use	Ramona Expressway	77.8
			Town Center Boulevard	69.5
	28	Mixed Use	Ramona Expressway	77.8
	29	Mixed Use	Ramona Expressway	77.9
			Park Center Boulevard	69.2
	31	Mixed Use	Park Center Boulevard	70.1
	33	Mixed Use	Park Center Boulevard	70.1
	34	Mixed Use	Park Center Boulevard	70.1
	35	Mixed Use	Park Center Boulevard	69.2

	36	Mixed Use	Ramona Expressway	77.7
			Park Center Boulevard	69.5
ParkVillage	41	High Res.	SS Boulevard	75.1
	42	Very High Res.	TT Boulevard	70.1
	43	High Res.	MM Street	70.0
	45	Med. High Res.	MM Street	70.0
	46	Med. High Res.	MM Street	70.0
	51	Med. High Res.	MM Street	70.0
	52	High Res.	MM Street	70.8
Garden Village	53	Med. High Res.	SS Boulevard	75.3
Foothill Village	55	High Res.	MM Street	70.8
			SS Boulevard	75.6
	56	High Res.	MM Street	70.8
	57	High Res.	SS Boulevard	75.6
Pinnacle Village	61	High Res.	MM Street	70.0
	62	Very High Res.	MM Street	70.0
	63	Very High Res.	MM Street	70.0
	64	High Res.	MM Street	70.0
Enclave Village	75E	Very High Res.	Ramona Expressway	77.9
	75W	Very High Res.	Ramona Expressway	77.8
	77	Very High Res.	Ramona Expressway	77.8

[1] As indicated on Figure 5.10-1, Village Organization Plan.
[2] As indicated on Figure 3-1, Conceptual land Use Diagram.
[3] For pad and receiver elevations see Appendix A of the Acoustical Impact Analysis, Appendix J (CD #4).

Table 5.10-F, Exterior Noise Levels of Planning Areas with Ramona as a Freeway (Alternative 1)

Village[1]	PA[1]	Land Use[2]	Adjacent Roadway(s)[3]	Ext. Noise Impacts (dBA CNEL)
Resort Village	9	Very High Res.	Ramona Freeway (alt)	82.7
	15	Highest Res.	Ramona Freeway (alt)	82.7
	16	Highest Res.	Ramona Freeway (alt)	82.7
	17W	Very High Res.	Ramona Freeway (alt)	82.8
	17E	Very High Res.	Ramona Freeway (alt)	82.8
	20	Very High Res.	Ramona Freeway (alt)	82.7
Town Center Village	27	Mixed Use	Ramona Freeway (alt)	82.7
	28	Mixed Use	Ramona Freeway (alt)	82.7
	29	Mixed Use	Ramona Freeway (alt)	82.8
	36	Mixed Use	Ramona Freeway (alt)	82.8
Enclave Village	75E	Very High Res.	Ramona Freeway (alt)	82.7
	75W	Very High Res.	Ramona Freeway (alt)	82.7
	77	Very High Res.	Ramona Freeway (alt)	82.7

[1] As indicated on Figure 5.10-1 'Village Organization' Plan
[2] As indicated on Figure 3-1 'Conceptual land Use Diagram'.
[3] For pad and receiver elevations see Appendix A of the Acoustical Impact Analysis, Appendix J (CD #4).

Table 5.10-G, Exterior Noise Levels of Planning Areas with Ramona as a Freeway (Alternative 2)

Village[1]	PA[1]	Land Use[2]	Adjacent Roadway(s)[3]	Ext. Noise Impacts (dBA CNEL)
Resort Village	9	Very High Res.	Ramona Freeway (alt)	80.9
	15	Highest Res.	Ramona Freeway (alt)	80.9
	16	Highest Res.	Ramona Freeway (alt)	80.9
	17W	Very High Res.	Ramona Freeway (alt)	80.9
	17E	Very High Res.	Ramona Freeway (alt)	80.9
	20	Very High Res.	Ramona Freeway (alt)	80.9
Town Center Village	27	Mixed Use	Ramona Freeway (alt)	80.9
	28	Mixed Use	Ramona Freeway (alt)	80.9
	29	Mixed Use	Ramona Freeway (alt)	80.9
	36	Mixed Use	Ramona Freeway (alt)	80.9
Enclave Village	75E	Very High Res.	Ramona Freeway (alt)	80.9
	75W	Very High Res.	Ramona Freeway (alt)	80.9
	77	Very High Res.	Ramona Freeway (alt)	80.9

[1] As indicated on Figure 5.10-1 'Village Organization' Plan
[2] As indicated on Figure 3-1 'Conceptual land Use Diagram'.
[3] For pad and receiver elevations see Appendix A of the Acoustical Impact Analysis, Appendix J (CD #4).

The projected noise levels, given the ultimate build-out capacity of the roads within the project vicinity, will result in exceedance of the County's exterior 65 dBA standard and the 45 dBA interior standard at project residences adjacent to these roadways. The noise impacts to the project will derive mainly from vehicular traffic along Ramona Expressway (and its Alternatives). Residents of the multiple-family dwelling units closest to Ramona Expressway could be exposed to future unmitigated exterior noise levels as high as 77.9 dBA (82.8 dBA for Ramona Alternative 1; 80.9 dBA for Alternative 2) when operating at maximum capacity design standard conditions (LOS C). See Appendix A of the Acoustical Impact Analysis (Appendix J of the DEIR found on CD #4) for a more detailed listing. **Significant impacts** will result, if no mitigation measures are incorporated.

With construction practices common in California, residential buildings achieve outdoor to indoor noise reductions of at least 20 dBA. Generally speaking, in addition to "windows closed"

conditions, PAs subject to exterior noise impacts greater than 65 dBA will most likely need windows with upgraded STC ratings to reduce interior noise levels to 45 dBA or below. To prevent noise intrusion through attic vents, all attic vents facing the subject noise source(s) must be supplemented with acoustical baffles; an equally effective alternative would be to fully insulate the attics, including all access panels.

To ensure proper aeration (per building code standards) in any livable space where the "windows closed" conditions are required, a form of mechanical fresh air ventilation is necessitated. This mechanical fresh-air ventilation system shall supply two (2) air changes per hour for each habitable room, with a minimum of 15 cubic feet per minute of outside air per occupant. The fresh air inlet duct shall be of sound attenuating construction and must conform to the most current building code standards.

Where exterior noise levels exceed 65 dBA CNEL, mitigation measures will be required to achieve the County residential interior standard of 45 dBA CNEL and exterior standard of 65 dBA CNEL. Without implementation of the mitigation measures listed below, project increases in interior noise levels are considered significant. With the implementation of **MM Noise 8 through 10**, **potential significant adverse impacts** related to exceeding County standards are reduced to **less than significant levels with mitigation**.

Architectural plans must be reviewed before actual window sound ratings can be specified. A supplemental acoustical report verifying compliance based upon the selected building materials (i.e., windows) must be prepared at the building permit stage. This requirement is also a mitigation measure (**MM Noise 9**) to ensure compliance.

Potential Noise Impacts to the San Jacinto Wildlife Area from the Proposed Project

The proposed land use plan (see **Figure 3-1**) for the project site details a 500-foot open space/park buffer in between the residential land uses located within the Resort Village north of Ramona Expressway and the San Jacinto Wildlife Area (SJWA). The land uses within this buffer and adjacent to the SJWA are open space and passive park and as such, are not significant sources of noise. The roads connecting the Resort Village to Ramona Expressway and Town Center are classified as secondary or below. The road closest to the SJWA is AA Street, with an exterior unmitigated noise level of 68.6 dBA at a distance of 47 feet from the centerline. Using a 6 dBA drop in noise per doubling of the distance; at a distance of 500 feet, the noise impact from AA Street to the SJWA is 48.6 dBA, well below the 65 dBA standard for sensitive receptors. Even using the much more conservative hard site analysis (used when sound is transmitted over a flat surface with little absorption, such as an asphalt parking lot) of a 3 dBA drop per doubling of the distance, the noise level is approximately 58.6 dBA. The next closest road to the SJWA is PP Street. PP Street has an exterior unmitigated noise level of 66.5 dBA at a distance of 81 feet from the centerline. At a distance of 500 feet, the noise impact from PP Street to the SJWA would be approximately 51.3 dBA; 58.9 dBA using hard site (3 dBA drop) analysis. Therefore, the impact from roadways in the project to the SJWA is **less than significant**.

The highest existing (2007) unmitigated exterior noise level at 50 feet from the centerline of the section of Ramona Expressway closest to the SJWA is 68.9 dBA. With the construction of the

project, the noise impact to SJWA from Ramona Expressway will be partially attenuated by the multistory residential developments on PAs 9, 15, 16, and 17. PAs 1, 2, 3, and 5 have designated land uses of open space and park. With the traffic volumes at their worst (Phase 3 Alternative, with a highest noise level of 76.2 dBA at 50 feet, adjacent to the SJWA), the calculated (6 dBA drop per doubling of the distance) noise impact to SJWA from the portion of Ramona Expressway adjacent to PAs 1, 2, 3, and 5 at a distance of approximately 500 feet will be around 56.7 dBA, again well below 65 dBA; therefore the impact is **less than significant**.

Construction noise could impact noise-sensitive species in the SJWA. Birds could be most sensitive to the high volume, intermittent noise impacts during nesting. This possible impact is addressed in Section 5.4, Biological Resources, **MM Bio 3** which states that surveys will be conducted no more than three (3) days prior to scheduled removals. If active nests are identified, the biologist will establish buffers around the vegetation containing the active nest (500 feet for raptors and 200 feet for non-raptors). The vegetation containing the active nest will not be removed, and no grading will occur within the established buffer, until a qualified biologist has determined that the nest is no longer active (i.e., the juveniles are surviving independent from the nest). If clearing is not conducted within three days of a negative survey, the nesting survey must be repeated to confirm the absence of nesting birds.

The conceptual land use diagram for THE VILLAGES OF LAKEVIEW shows a proposed K-8 school in PA-14. The noise from children playing outside at the schools could potentially impact the SJWA. Noise measurements previously obtained (Webb 2001); show that an unmitigated exterior noise level at 25 feet from the noise source of a playground is a maximum of 75 dBA. With the 500-foot buffer in between the school and the SJWA, the noise impact to the SJWA from children at the school would be at a level of 49.5 dBA, well below the 65 dBA standard for sensitive receptors, therefore the impact is **less than significant**.

Potential Noise Impacts from the San Jacinto Wildlife Area to the Proposed Project

The noise impact from hunting, which is allowed at SJWA, to the future residents of the project may be audible. The San Jacinto Wildlife Area is only open to Upland Game Hunting from July 1st through January 31st, therefore the future residents of the project site adjacent to the SJWA may be exposed to hunting-related noise for 7 months of the year. All hunting is regulated by the California Department of Fish and Game. California Code of Regulations, Fish and Game Code, Sections 3000-3012 regulates hunting in the state. Key sections of the code are listed below as they relate directly to land use and allowable times when hunting is permitted, both of which affect noise.

"3004. (a) It is unlawful for any person, . . . to hunt or to discharge while hunting, any firearm or other deadly weapon within 150 yards of any occupied dwelling house, residence, or other building or any barn or other outbuilding used in connection therewith. The 150-yard area is a "safety zone." (b) It is unlawful for any person to intentionally discharge any firearm or release any arrow or crossbow bolt over or across any public road or way open to the public, in an unsafe manner."

"3000. It is unlawful to take any bird or mammal, . . . between one-half hour after sunset and one-half hour before sunrise of the following day at the place of taking, ..."

A shotgun and a valid hunting license are required to hunt upland game. The typical sound level from a shotgun blast is 120 dBA; this is a single event noise reading taken at a distance of 25 feet from the shooter (Webb 2002). The project includes a 500-foot buffer area between residences and the SJWA. The single event noise impact from a shotgun discharge to a receptor at a distance of 500 feet would be at a level of approximately 94.5 dBA, although this instantaneous noise level is above the 65 dBA County exterior noise standard for residential land uses, the standard is a 10 minute average, and it is highly unlikely, and virtually impossible due to the magazine capacity of a typical shotgun, that a hunter could shoot continuously for 10 minutes. Therefore, the noise impact from hunting at the SJWA will not exceed the 10-minute, 65 dBA residential exterior noise standard.

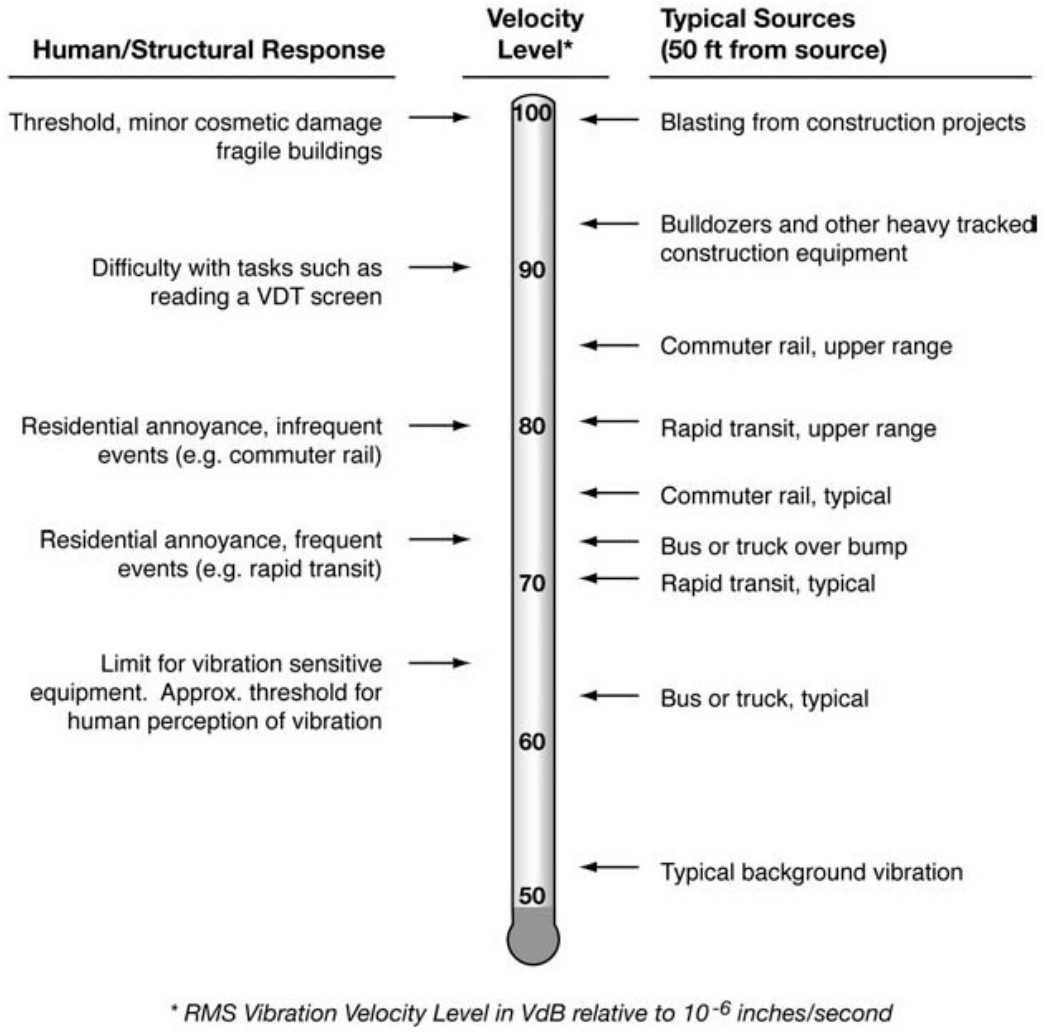
However, compliance with the County's requirement does not mean that the gun shots from hunters at the SJWA will not be audible. Such intermittent, loud explosive-type sounds can be startling and cause concern to uninformed persons. To assure that both future residents and the hunting community which currently uses the SJWA are not impacted negatively, **MM Noise 11** shall be implemented to inform residents prior to purchase that such noises are expected and allowable during the hunting season. Therefore, with mitigation, the impact from the SJWA to the proposed project is **less than significant with design considerations, regulations, and mitigation**.

***Threshold D**: Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.*

Existing sensitive receptors may also be exposed to ground-borne vibration from construction equipment (see **Figure 5.10-3, Typical Levels of Ground-Borne Vibration**). However, the impact is temporary, and noise from the construction equipment typically overshadows any meaningful ground vibration effects on people, or the inhabitants of the SJWA. Compliance with the following mitigation measures **(MM 1 through 7)** for construction noise will minimize the impact of construction-related ground-borne vibration to adjacent, existing sensitive receptors.

Potential impacts related to airport noise, and railroad noise were all found to be less than significant in the NOP prepared for this project (Appendix A (CD #3)). The closest airport to the project site is March ARB, approximately 6 ½ miles northwest of the project site. The closest railroad tracks are approximately 6 ½ miles to the west of the project site Riverside County Transportation Commission conducted a Rail Feasibility Study in 2005 to examine operations, ridership, and costs to determine the feasibility of implementing the services (including commuter rail from Riverside to Banning and intra-county rail from Riverside to San Jacinto) including the physical, operational, and financial feasibility of each major capital investment and its operating subsidy projections. However, at this point in time there is no commuter rail service proposed within the area of the project site Therefore, railroad noise is **not considered an impact** to either the SJWA or the future residents of the project site.

Figure 5.10-3, Typical Levels of Ground-Borne Vibration



Source: Office of Planning and Environment, Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (FTA-VA-90-1003-06), May 2006.

Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts related to noise to below the level of significance.

Construction noise is unavoidable and residential uses adjacent to the project site could potentially be impacted during construction activity. However, the noise would be temporary and limited to the duration of the construction in any one location. The project is phased and will impact different adjacent existing residential land uses during each phase.

To reduce impacts associated with construction noise, the following mitigation measures shall be implemented:

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

MM Noise 2: Provide portable barriers for high-noise activities (dumping of ballast materials for example) taking place adjacent to existing sensitive receptors. The barrier is to be placed near the mass-producing equipment, between the noise source and the receptors. These barriers may be constructed on-site (for example) from 4-foot by 8-foot sheets of marine plywood (minimum one-inch thick) or one and one eighth inch (1 1/8") tongue-in-groove sub-floor, backed with three and a half inch (3 ½") thick R-11 fiberglass insulation for sound absorption. Several such panels may be hinged together in order to be self-supporting and to provide a continuous barrier.

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

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

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

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

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

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

To reduce or eliminate impacts related to the project exceeding Riverside County General Plan standards, the following mitigation measures shall be implemented:

MM Noise 8: Prior to approval of each tentative tract and plot plan, an acoustical impact analysis shall be submitted with the required acoustical review application form and fees to Riverside County Department of Environmental Health Office of Industrial Hygiene for review and approval. The acoustical impact analysis will address the noise that might be produced from traffic with respect to residential structures and stationary noise sources and will identify the sound barrier requirements for each tentative tract or plot plan to ensure that the 65 dBA exterior standard for sensitive receptors is met. Sound barrier heights will be based upon specific lot configurations, landscaping, and other details provided with the tentative tract maps and plot plans. Required sound barriers shall be constructed prior to final inspection. To retain visibility and access, a combination of setbacks, berms, and walls may be used to achieve acceptable noise levels.

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

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

To reduce impacts of noise from hunting activities in the SJWA, the following mitigation measure shall be implemented:

MM Noise 11: To inform future residents of THE VILLAGES OF LAKEVIEW that hunting is allowed in the San Jacinto Wildlife Area, and their proximity to said hunting, which may cause loud intermittent noises from gunshots, a disclosure statement shall be provided to prospective buyers prior to the purchase of homes within the proposed project. A copy of the Department of Real Estate (DRE) White Report shall be given to the County Planning Department that the sales

staff/escrow officers, for each housing area being sold have included such notification prior to Final Inspection.

Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

Phase 1 has ~~3~~ 2 road segments, out of a total of 147 analyzed, with a difference in noise level from "existing plus ambient growth" to "existing plus ambient growth plus project" of 5 dBA or greater. The maximum noise level increase from Phase 1 (2009-2012) "existing plus ambient growth" conditions (which estimates the existing condition in 2009), due to increased traffic from the development of the project is ~~6.9~~ 5.2 dBA along the ~~segment of Nuevo Road east of Dunlap Drive (Column G, **5.10-B2**). The other two segments showing a greater than 5 dBA increase include the~~ full length of Bridge Street analyzed herein (Column G, **Table 5.10-B1**). ~~There are existing sensitive receptors along the road segment of Nuevo Road, east of Dunlap Street.~~ There is ~~also~~ a mobile home on the east side of Bridge Street, south of Gilman Springs Road. It currently shows little evidence of occupation, but may be occupied at the time construction for Phase 1 begins.

Phase 2 has 3 road segments, out of a total of 147 analyzed, with a difference in noise level from "existing plus ambient growth" to "existing plus ambient growth plus project" of 5 dBA or greater (see Column G, **Table 5.10-C1** and **Table 5.10-C2**). The maximum noise level increase from Phase 2 (2012-2016) "existing plus ambient growth" conditions (which estimates the existing condition in 2012), due to increased traffic from the development of the project is 8.5 dBA along the segments of Bridge street north of Ramona Expressway and south of Gilman Springs Road (Column G, **Tables 5.10-C1** and **5.10-C2)**. The road segment of Bridge Street south of Gilman Springs Road is potentially adjacent to sensitive receptor depending on the occupancy status of the aforementioned mobile home at the time of Phase 2 construction.

The maximum noise level increase from Phase 3 "existing plus ambient growth" conditions (which estimates the existing condition in 2016), due to increased traffic from the development of the project is 10.1 dBA along the segment of Bridge street north of Ramona Expressway (see Column G, **Table 5.10-D1**). That road segment is not adjacent to any sensitive receptors). Phase 3 has only the aforementioned road segment with a difference in noise level from "existing plus ambient growth" to "existing plus ambient growth plus project" of 5 dBA or greater.

The noise impact of increased traffic due to the project, to ambient noise levels, during all three phases of the project is **significant** (greater than 5 dBA)**.**

With the incorporation of above mitigation measures **MM Noise 8** through **10**, which require sound barriers and noise studies which establish architectural features and wall heights when locations and elevations are known, the County of Riverside shall ensure that the proposed residences will be constructed with sound walls and architectural features that will keep the project in compliance with County noise standards. Potential significant effects related to traffic noise will be mitigated to a **less than significant** level **with implementation of the above mitigation measures**.

Impacts from construction noise are considered short-term impacts since noise will cease upon completion of construction activity; and although this project will be under construction for many years and the locations of active construction will move regularly, impacts to sensitive receptors are considered **significant**. Incorporation of mitigation measures **MM Noise 1 through 7,** which limit construction times of day, require temporary noise barriers, proper equipment maintenance, coincident scheduling of noisiest activities, removing staging areas from sensitive receptors, limiting amplified sound, and provision of ear protection for construction workers will reduce construction noise levels to a level below significance. Compliance with Riverside County Ordinance 457 Section 1.G.1 limits the days and hours of construction activity in order to avoid disturbances during the hours when persons are most sensitive to noise. Therefore impacts associated with temporary noise associated with construction activities are considered **less than significant, with the incorporation of mitigation measures**.

Periodic impacts of loud sounds from hunting activities within the SJWA may be disturbing to those unaware of the fact that hunting is allowed. This would be considered **significant,** even though actual thresholds are not exceeded. By notifying residents, the noises will be understood and will therefore be less disturbing. Potential significant impacts associated with noise from hunting to the project site will be reduced to **less than significant with implementation of MM Noise 11.**

Summary of Cumulative Environmental Effects After Mitigation Measures Are Implemented

Cumulative noise impacts result when the vehicles and human activity of this project's 34,000 future residents are added to the approximately 34,000 future residents of the other reasonably foreseeable projects along the Ramona Expressway corridor between Perris and San Jacinto and other cumulative projects.

For existing (2007), the highest noise levels are along the road segments of Sanderson Avenue/SR-79 south of Gilman Springs Road, and Ramona Expressway west of Indian Avenue, both at a level of 71.7 dBA. Out of the 85 road segments analyzed for existing traffic noise levels, 42 are above the 65 dBA noise standard for sensitive receptors (at distance of 50 feet from the roadway centerline), including road segments along Perris Boulevard, Evans Road, Menifee Road, Lakeview Avenue, Warren Road, Sanderson Avenue/SR-79, Ramona Expressway, Gilman Springs Road, Rider Street, Orange Avenue, and Nuevo Road (see **Table 5.10-A1** and **Table 5.10-A2**).

At project build-out in Phase 3, 50 road segments out of a total of 147 analyzed, with a difference in noise level between "existing plus ambient growth" and "existing plus ambient growth plus project plus cumulative" of 5 dBA or greater. The project contributes a maximum of 2.1 dBA to cumulative noise in Phase 2 of the project at the road segment of 9th Street east of Reservoir Avenue (see **Table 5.10-B1 through Table 5.10-D2**). Phase 3 Alternative 1 has 53 road segments with a difference in noise level between "existing plus ambient growth" and "existing plus ambient growth plus project plus cumulative" of 5 dBA or greater. Phase 3 Alternative 2 has 39 road segments with a difference in noise level between "existing plus

ambient growth" and "existing plus ambient growth plus project plus cumulative" of 5 dBA or greater.

However, as there are significant noise level increases (greater than 5 dBA increase) from existing (2016) levels from other cumulative projects without the addition of project-generated traffic along 31 of the 147 road segments (22 of which are adjacent to sensitive receptors) analyzed for Phase 3 (see Column U, **Table 5.10-B1** and **Table 5.10-B2**; Column U, **Table 5.10-C1** and **5.10-C2**; and Column CC, **Table 5.10-D1** and **5.10-D2** for more details), any additional noise contributed by project is considered significant. Therefore, the **cumulative noise impact is significant even without the addition of the project.**

Existing sensitive receptors, such as the homes located along Reservoir Avenue, Wolfskill Avenue, Mike Lane and Poppy Road, Orange Street, Hansen Avenue, Lakeview Avenue East, and Yucca Avenue, and the existing school (Mountain Shadows Middle School, approximately ½ mile southwest of the project site) will be affected by increases in ambient noise levels associated with the project, and other cumulative projects within the vicinity. However, it is not feasible nor is it required for the developer, the developer of related projects, or the County, to mitigate (i.e., build walls or change out windows) for existing conditions that exceed 65 dBA. For example, the road segment Sanderson Avenue/SR-79 south of Gilman Springs Road exceeds the 70 dBA standard for commercial/agricultural.

The only locations within the study area that are subject to increases in project-related ambient noise of 5 dBA or greater, at 50 feet from the centerline, are along Bridge Street north of the project site, during all three Phases of project development, and along Evans Road north of Nuevo Road, during Phase 2 only. During Phases 1 and 2 of project build-out, even with this increase, ambient noise does not exceed the 65 dBA residential standard along Bridge Street. By Phase 3 and project build-out the noise levels are greater than 65 dBA at a distance of 50 feet from the roadway centerline (CL) and the increase in noise level exceeds 5 dBA from the project at Bridge Street north of Ramona Expressway. However, there are no sensitive receptors at this location therefore, no mitigation, need be considered. The land uses currently bordering Bridge Street north of Ramona Expressway include a restaurant located on the northeast corner of Ramona Expressway and Bridge Street, and agricultural uses with dairy and farmland on both the eastern and western sides of the street. There are no sensitive receptors within the vicinity, only small businesses, and agriculture. The feasibility of mitigation is not an issue as none is required. The General Plan buildout LOS C ADT for this road segment is 27,300 vehicles. The traffic study reports a maximum of 8,900 vehicles along this segment, well below the project future build-out capacity.

The road segment of Evans Road north of Nuevo Road has a project-related increase in noise level of 5.4 dBA in Phase 2, which is greater than the significance threshold of 5 dBA. However, even with this significant increase, the noise level of the project plus existing is only at 56.2 dBA at a distance of 50 feet from the roadway center line, less than the 65 dBA standard for sensitive receptors. Evans Road immediately north of Nuevo Road is bordered by vacant land on both sides of the road therefore there are no sensitive receptors here. Further north, there is a relatively new tract of homes located on the east side of Evans Road. The homes constructed at that location already have 5-foot block walls constructed, or will have as the tracts are finished, to

reduce traffic noise impacts to those new sensitive receptors, from the noise generated by LOS C capacity traffic, which is the County requirement for designing wall heights. There is no need for mitigation at this location, however, for the following reasons: most of this roadway segment has no sensitive receptors, the existing residential tracts have sound attenuation walls which are designed to meet future traffic levels, the increase of 5 dBA does not cause the ambient levels to exceed 65 dBA at 50 feet from center line, and this impact only results during Phase 2 so it will no longer exist when the project and the area roadway system is built out (Phase 3). No mitigation is required. Existing agricultural uses located there would not want to have walls built which would potentially restrict access to their business. Thus, it is not feasible, or in some cases desirable, to mitigate the significant area-wide noise impacts. Therefore, potential adverse noise impacts related to increases in ambient noise levels remain **significant and unavoidable** with respect to existing uses.

The development of this project, together with other cumulative projects in the vicinity, will result in increases in ambient noise which exceed 5 dBA which is considered a cumulative **significant area-wide noise impact which is unavoidable.** A Statement of Overriding Consideration will be needed prior to approval of the project.

Section 7.1 of this DEIR includes additional information about cumulative effects.

NOTE: Items referenced on CDs #1 - #4, herein, are available on CDs but the CDs are no longer numbered in this fashion for purposes of the FEIR.

5.11 POPULATION/HOUSING

The focus of the following discussion is related to THE VILLAGES OF LAKEVIEW Specific Plan's potential impacts associated with housing and population growth. These potential impacts could relate to inducement of substantial population growth in the area, displacement of substantial numbers of existing housing, or displacement of substantial numbers of people. The County's Housing Element, regional housing and population projections, and jobs/housing balance information is also presented herein.

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

- County of Riverside, *Riverside County General Plan*, October 2003. (Available at the County of Riverside Planning Department or at http://www.rctlma.org/genplan/content/gp.aspx, accessed on September 18, 2006.)
- County of Riverside, *Riverside County Integrated Project General Plan Draft Environmental Impact Report*, August 14, 2002. (Available at the Riverside County Planning Department and at http://www.rctlma.org/genplan/default.aspx)
- County of Riverside, *Riverside County Integrated Project General Plan Final Program Environmental Impact Report (State Clearinghouse No. 2002051143)*, March 2003. (Available at the Riverside County Planning Department and at http://www.rctlma.org/genplan/default.aspx)
- Southern California Association of Governments, *2004 RTP Growth Forecasts*. (Available at http://www.scag.ca.gov/forecast/index.htm, accessed August 30, 2006 and Southern California Association of Governments.)
- Southern California Association of Governments, *The New Economy and Jobs/Housing Balance in Southern California*, April 2001. (August 30, 2006 at http://www.scag.ca.gov/Housing/balance.html and available at Southern California Association of Governments.)
- County of Riverside, *Riverside County Economic Development Agency, Housing Programs*. (Available at http://www.rivcoeda.org, accessed April 30, 2007.)
- Data Quick Real Estate News, *California March 2007 Home Sales*. (Available at http://www.dqnews.com, accessed April 30, 2007.)
- Data Quick Real Estate News, *California March 2007 Home Sales*. (Available at http://www.housingtracker.net/askingprices/California/Riverside-SanBernardino-Ontario/, accessed April 30, 2007.)
- Dennis Macheski Consulting, *Overview of Job-Housing Balance in the Lakeview/Nuevo Area of Riverside County*, December 2008. (Appendix K (CD #4))
- Development Planning & Financing Group, Inc., Fiscal Impact Analysis for the Villages of Lakeview, 1/19/2009 Update Analysis to 8/17/2007. Appendix K (CD #4))

Setting

The proposed THE VILLAGES OF LAKEVIEW Specific Plan (project) is located upon approximately 2,800 acres in the unincorporated area of Riverside County known as Lakeview which is situated east of the city of Perris (a suburbanized area) and directly west of the city limits of San Jacinto (a mixed rural & suburbanized area). The Ramona Expressway extends east and west through the project area with portions of the project on either the north or south side of the Expressway extending for 4.5 miles.

Lakeview is predominantly a rural agricultural community. THE VILLAGES OF LAKEVIEW Specific Plan project site included four houses located on Davis Road, three residences located in association with the chicken ranch, and one modular residence located at the base of the mountains toward the eastern end of the site. All will be or have already been, removed from the site. Using the County's population factor of three people per household, approximately 12 people may live or have recently lived within the project site.

As per the Riverside County Integrated Project (RCIP) General Plan and the Lakeview/Nuevo Area Plan, the designated Land Uses across the project site consist of: "Agriculture" with a Community Development Overlay, "Rural Residential – Community Development Overlay", "Low Density Residential", "Very Low Density Residential," "Very Low Density Residential-Rural Community", "Rural Mountainous", "Open Space Conservation", and "Commercial Retail." The current zoning on the project site is A-2-10 and A-2-20 (Heavy Agriculture with a 10-acre minimum lot size and a 20-acre minimum lot size, respectively) A-P (Light Agriculture with Poultry), Commercial-Retail (CR), M-SC (Manufacturing-Service Commercial), R-A-1 (Residential Agricultural 1 acre minimum), R-A-10 (Residential Agricultural 10 acre minimum), and RR (Rural Residential). (See **Figure 5.9-3, General Plan Land Use Designations**, in the Land Use and Planning section of the DEIR.)

Thresholds of Significance

The Riverside County Planning Department has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. However, the Riverside County Planning Department's "Environmental Checklist" for the subject project (see Appendix A (CD #3) of this document), indicates that impacts related to THE VILLAGES OF LAKEVIEW Specific Plan may be considered potentially significant if the proposed project:

A. Would cumulatively exceed official regional or local population projections, or
B. Would induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

Related Regulations

State law mandates local communities to plan for enough housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 655801–65590) thus requires each city and county to prepare a Housing Element of its General Plan. Each Housing Element must be submitted (generally every five years) to the State Housing and Community Development (HCD) department for certification. The targets for housing growth must be established before Housing Elements can be updated. The number of units to be accommodated, or a local jurisdiction's portion of the regional demand, is determined by Southern California Association of Governments (SCAG) through the Regional Housing Needs Assessment (RHNA) process. According to SCAG (www.scag.ca.gov/Housing/rhna/index.htm), "the RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity, fair share housing needs."

On October 7, 2003, the County of Riverside approved the General Plan component of the RCIP. The General Plan includes a Housing Element for Riverside County. The Housing Element identifies and establishes the County's policies with respect to meeting the needs of existing and future residents in Riverside County. It establishes policies that will guide County decision-makers and sets forth an action plan to implement its housing goals over a seven-year period.

The goals of the Housing Element are:

1. To assist in the development of adequate housing to meet the County's fair share of the region's housing needs for all economic segments of the population, with an emphasis on lower income households and households with special needs.
2. To conserve and improve the condition of the housing stock, particularly affordable housing.
3. To promote equal housing opportunities for all persons regardless of race, age, sexual orientation, or religion.
4. Establish adequate planning, administrative, and fiscal tools to implement housing policies.
5. Reduce per capita residential energy use.

With respect to goal one, the project assists the County in meeting its overall housing needs. Although the project does not propose to provide housing for low-income households or households with special needs, it will provide a broad mix of housing types for a range of households.

With respect to goal two, there were approximately ten houses on the 2,800-acre site. All have been or will be removed.

The project will provide equal housing opportunities as defined in goal three, above.

Goal four must be met by the County, not an individual project. However, the General Plan provides for Community Development Overlay anticipating a range of new community types and housing stock.

Goal five is addressed in other sections of this DEIR including, Air Quality (Section 5.3) and Utilities (Section 5.15).

The following RCIP General Plan Housing Element policies and actions are applicable to the proposed project:

Policy 1.2 Ensure the availability of suitable sites for the development of affordable housing to meet the needs of all household income levels, including farm workers and other special needs populations.

Action 1.2d Identify areas of the County with adequate infrastructure and limited environmental constraints that are the most suited to the construction of housing, particularly housing affordable to low/moderate income households, and high-density product types.

THE VILLAGES OF LAKEVIEW Specific Plan includes high-density product types, as recommended above, however, as the project proponent has stated, and the analysis below indicates, these are not intended to meet the needs of low-income homebuyers. Part of the reason for this is that there is not adequate infrastructure with sufficient capacity available to serve the site. Therefore, most of these services, which are available from facilities within a few miles, are proposed to be extensively upgraded in conjunction with the project's development necessitating pass through costs. High-density housing types are typically less expensive to develop where adequate infrastructure is readily available and could provide affordable housing for low/moderate income households. It is expected all units will be offered at the prevailing market rate except 250 rental units of affordable senior housing.

The project proponent has prepared a Fiscal Impact Analysis which is included in THE VILLAGES OF LAKEVIEW Specific Plan and Appendix K (CD #4), herein. The report was originally based on values during the first quarter of 2007, which set the assumed sales price for all proposed dwelling types defined in THE VILLAGES OF LAKEVIEW Specific Plan. Based on the 2007 data, the average assumed sales prices for the lowest 20 percent of products proposed were estimated to range from approximately $220,000 to$268,000, not including any affordable senior units. Due to significant economic changes, the report was updated to reflect 2008 data. A review of the 2008 average assumed sales prices in the Fiscal Impact Analysis (FIA) indicates that the market value for the lowest 20 percent of products proposed is estimated to range from approximately 155,000 to $205,500 for product types including condominiums, high density and stacked condominiums, townhome/condo mix, and townhomes and carriages which range from 890 square feet to 1,523 square feet. These lower priced units total approximately 4,400, or 39 percent of the total 11,350 units.

Median home sales prices in the area surrounding THE VILLAGES OF LAKEVIEW for March 2007, averaged approximately $385,380 while by fourth quarter 2008, median sales prices averaged $195,437. (See **Table 5.11-A, 2007 Median Home Sale Price Project Area Vicinity and Table 5.11-A1, 2008 Median Home Sale Price Project Area Vicinity**.) Those households considered to be in the low income level are those whose income are at or below 80 percent of the median income based on family size (see **Table 5.11-B, 2007 Low and Median Family Income Levels and Table 5.11-B1, 2008 Low and Median Family Income Levels**). Based on typical lending market analysis, it is acceptable for a person's income-to-debt ratio to be between 28 to 36 percent or approximately three times their income level. Although data for 2008 indicates that incomes went up slightly, unemployment has also increased, and 2009 can be expected to see a leveling off of incomes, if not a decline.

Using the data below, the following example will illustrate whether the project provides affordable housing, based on the above assumptions. In 2007, a four person, low income, household at $47,350 could take on approximately $142,050 in mortgage debt. This leaves an affordability difference of $243,330 between the family's incurred debt of $142,050 and the median home price of $385,380. With the project's lowest price homes proposed to range from approximately $220,000 to $268,000, there would be an affordability difference of $77,950 to $125,950. Also using 2007 data, additionally, a four person, median income, household at $61,200 could take on approximately $183,600 in mortgage debt leaving an affordability difference of $201,780 between the family's maximum incurred debt and the median home price of $385,380. Calculated against on the project's lowest range of home prices, there would be an affordability difference of $36,400 to $84,400, implying that no homes, other than the proposed affordable senior housing units, would be affordable to low or moderate income households

In 2008, a four person, low income, household at $53,300 could take on approximately $159,900 in mortgage debt. This leaves an affordability difference of $35,537 between the family's incurred debt of $159,900 and the median home price of $195,437. With the project's lowest price homes proposed to range from approximately $155,000 to $205,500, there would be an affordability difference of $0 to $45,600. This would imply that the lowest priced homes in the project might be affordable to low income households. Also using 2008 data, additionally, a four person, median income, household at $$66,625 could take on approximately $199,875 in mortgage debt leaving an affordability difference of $0 between the family's maximum incurred debt and the median home price of $195,437, implying that the low to moderately priced houses within the project would be affordable to a family of four with median income.

However, according to the FIA, "the Developer cannot afford to invest capital dollars to start the Project until prices at least meet August 2007 pricing levels (25% above current levels), if not higher." This assumption is evaluated for comparison, as follows. Using 2008 income levels, a four-person, low-income household at $53,300 could take on approximately $159,900 in mortgage debt. With a 25 percent increase in sales prices (**Table 5.11-A1**) this leaves an affordability difference of $84,396 between the family's incurred debt of $159,900 and the median home price of $244,296. By simply increasing the project's lowest priced homes range by 25 percent for comparison, the range would be from approximately $193,750 to $256,875. This would translate into an affordability difference of $33,850 to $96,975. Also using 2008 data, additionally, a four person, median income, household at $$66,625 could take on

approximately $199,875 in mortgage debt leaving an affordability difference of $0 to $57,000 between the family's maximum incurred debt and the median home price of $244,296. This data indicates again that the project would not be affordable to low income households, but that the lowest priced houses within the project would be affordable to a family of four with median income.

In summary, the project will include 250 affordable senior housing units but no other units will be affordable to low income households, based on 2007 data and 2008 data with the developer's minimum house sales prices taken into account. The lowest proposed selling prices of homes in the project area may offer housing opportunities to those with moderate incomes. Therefore, THE VILLAGES OF LAKEVIEW project will help achieve Housing Element Policy 1.2, Action 1.2d by providing affordable housing to a special needs population (seniors) and by having units affordable to those with 100 percent of median income (moderate income households).

Table 5.11-A
2007 Median Home Sale Price Project Area Vicinity

Home Sale March 2007			
Cities	**Units Sold**	**Sales Value**	**Median Home Price**
Hemet	137	$43,292,000	$316,000
Menifee	64	$26,384,000	$412,250
Moreno Valley	165	$61,050,000	$370,000
Nuevo	2	$813,000	$406,500
Perris	103	$40,582,000	$394,000
Riverside	348	$146,160,000	$420,000
San Jacinto	72	$25,092,000	$348,500
Total	891	$343,373,000.00	$385,380

Source: DataQuick Real Estate News

Table 5.11-A1
2008 Median Home Sale Price Project Area Vicinity

Home Sale 4th Quarter 2008				
Cities	**Units Sold**	**Sales Value**	**Median Home Value**	**25 % Above Current Values**
Hemet	590	$85,550,000	$145,000	$181,250
Menifee	790	$154,050,000	$195,000	$243,750
Moreno Valley	1600	$256,000,000	$160,000	$200,000
Nuevo	39	$7,410,000	$190,000	$237,500
Perris	650	$104,000,000	$160,000	$200,000
Riverside	2400	$588,000,000	$245,000	$306,250
San Jacinto	350	$59,500,000	$170,000	$212,500
Total	6419	$1,254,510,000	$195,437	$244,296

Source: www.city-data.com

Table 5.11-B
2007 Low and Median Family Income Levels

Family Size	Low Income 80% of Median	Median Income 100% Median
1	$33,150	$41,400
2	$37,900	$47,400
3	$42,600	$53,300
4	$47,350	$61,200
5	$51,150	$63,900
6	$54,950	$68,700
7	$58,700	$72,400
8	$62,500	$78,100

Source: Riverside County Economic Development Agency 03/20/2007

Table 5.11-B1
2008 Low and Median Family Income Levels

Low and Median Family Income Levels - 2008		
Family Size	**Low Income** 80% of Median	**Median Income** 100% Median
1	$37,300	$46,625
2	$42,650	$53,313
3	$47,950	$59,938
4	$53,300	$66,625
5	$57,550	$71,938
6	$61,850	$77,313
7	$66,100	$82,625
8	$70,350	$87,938

Source: Riverside County EDA 1/2009

Action 1.2i As part of the General Plan update, designate residential land use districts in the unincorporated County within close proximity to major transportation corridors and transit nodes with more intensive uses and mixed-use development. Designate less intensive uses in more rural areas.

THE VILLAGES OF LAKEVIEW Specific Plan area is located along Ramona Expressway. Within the project area, the County is considering upgrading a portion of Ramona Expressway to become the Mid County Parkway Corridor, intended as a major transportation corridor between the cities of Corona and Hemet. Mixed-use development is proposed within the core of the project site and will include an intermingling of commercial and higher density housing units. The design of THE VILLAGES OF LAKEVIEW Specific Plan will help achieve Policy 1.2.

Policy 1.7 Encourage innovative housing, site plan design and construction techniques to promote new affordable housing by the private sector.

Action 1.7a Continue to provide for greater flexibility in the design of single-family development through the processing of PDs [Plan Developments], Specific Plans, and Area Plans, and application of density bonus provisions, when requested, to allow for varying lot sizes and development standards than normally required in residential districts.

The Specific Plan approach allows for greater flexibility in design of single- and multiple-family housing, along with creative mixed-use development. Additionally, the project concept allows the opportunity for conservation of over 1,000 acres of parks, open space, and conservation by consolidating residential and commercial development within a larger planning area. For-sale housing products will include: single-family detached, single-family attached, townhouses, multi-family duplex with 4, 6, and 8 plexs, row houses, and single-story and stacked condominiums. The area designated as the Mixed-Use Town Center for THE VILLAGES OF LAKEVIEW Specific Plan has the opportunity to provide innovative housing and site design through mixed areas of residential and commercial as well as mixed buildings (e.g., residential over commercial). Therefore, the project meets the actions required in Action 1.7a, above, but does not fully meet the intent of Policy 1.7 in that even with the innovative higher density, mixed-use product types, the majority of product types will not be in the category of affordable housing as defined by state law and as shown in the analysis for Policy 1.2, above.

Action 1.7d Encourage new large scale development proposals to provide a range of housing types and densities for all income levels through the use of creative planning concepts such as specific plans and mixed-use development.

THE VILLAGES OF LAKEVIEW Specific Plan, with approximately 2,800 acres and 11,350 dwelling units, is a large-scale development that proposes to plan for a range of housing types that include single-family units to high-density units with up to 30 dwelling units per acre. Within the project is an area designated for a Mixed-Use Town Center that will integrate both commercial and residential uses. With this mix of housing types and range of densities, units will be available to a range of income levels. Therefore, the project meets the desired outcome of Action 1.7d.

Action 1.7g Encourage "universal design" features such as level entries, larger bathrooms, and lower kitchen countertops to accommodate persons with disabilities.

Although THE VILLAGES OF LAKEVIEW Specific Plan envisions the inclusion of housing types for all ages and types of families, there is no specific development standard within the Specific Plan for universal design features. Therefore, this policy will not be met by the project.

Policy 5.1 Encourage the use of energy conservation features in residential construction and remodeling.

Action 5.1g Encourage developer incentives for the incorporation of active and passive energy conservation features in new residential construction.

Although Riverside County does not currently offer incentives for the incorporation of active and passive energy conservation features, the project includes a "Green Design" section of THE VILLAGES OF LAKEVIEW Specific Plan which addresses energy conservation. Mitigation measures in the Air Quality Section (5.3) and Utilities Section (5.15) address energy conservation, including a reduction in energy use for homes of ~~15~~ 35 percent below Title 24 requirements. Therefore, the project meets the intent of Policy 5.1 and Action 5.1g.

Project Design Considerations

Design considerations refer to ways in which the proposed project will limit or mitigate for potential impacts through the design of the project.

THE VILLAGES OF LAKEVIEW Specific Plan proposes 11,350 dwelling units, including 250 affordable senior housing units, and 500,000 square feet of mixed-use commercial. This represents approximately 34,000 residents and 1,000 jobs. The project will provide a mix of housing types that include single-family detached, single-family attached, and multi-family dwelling to meet a wide range of housing needs. THE VILLAGES OF LAKEVIEW Specific Plan area is located along Ramona Expressway. Within the project area, the County is considering upgrading a portion of Ramona Expressway to become the Mid County Parkway Corridor, intended as a major transportation corridor between the cities of Corona and Hemet. Mixed-use development is proposed within the core of the project site and will include an intermingling of commercial and higher density housing units.

Environmental Impacts Before Mitigation

THE VILLAGES OF LAKEVIEW Specific Plan proposes development of dwelling units with a variety of residential product types in densities ranging from Medium-High Density (5 to 8 dwelling units per acre) to Very High Density Residential (14–20 dwelling units per acre). Within the project are areas designated for a Mixed-Use Town Center that will integrate both business and residential uses. Through this variety of residential densities and product types, THE VILLAGES OF LAKEVIEW Specific Plan provides a variety of housing opportunities to meet the needs of different income groups. The proposed project utilizes the County's Specific Plan Zone to achieve flexibility in housing design through the use of a variety of development standards. In addition to the residential, commercial, and mixed-use developments, proposed community amenities and improvements include: three planned K–8 schools, a large community center, cultural site preservation, community and neighborhood parks, joint-use parks associated with schools, a local trail network with potential connections to a regional trail network, recreation

centers, and pocket parks throughout the project that are connected by a recreational paseo system, and conservation of open space.

The overall difference between the existing conditions and the project with regard to housing and population, centers on the change from a rural community, with limited population potential, to an area proposed to be an urbanized center, with intense population potential. The intensity of these new housing and commercial opportunities will require a substantial investment in infrastructure improvements to roadways such as the Ramona Expressway and local interior streets, together with utility lines for water, sewer, natural gas, electrical, telephone, cable television, and flood control improvements.

***Threshold A**: The proposed project would cumulatively exceed official regional or local population projections.*

Regional Projections

Population projections by Southern California Association of Governments' (SCAG) for regional analysis, rely on the existing land use designations (i.e., local general plans) at the time of their analysis. The Lakeview/Nuevo Area Plan, *Table 2: Statistical Summary of Lakeview/Nuevo Area Plan,* based its projections on the General Plan land use designations without consideration for the Community Development Overlay assigned at a later date to approximately one-third of the project site. Therefore, it is likely that SCAG's forecasts do not consider the effect of the Community Development Overlay. Regional statistics compiled by SCAG set official regional growth forecasts for use in assessing a number of regional impacts associated with development when it predicts a population of ~~3,143,468~~ 2,550,867 for the SCAG subregion that encompasses western Riverside County by the year ~~2030~~ 2035, as seen in **Table 5.11-C, SCAG Subregion Forecasts**. Further refined population estimates for the communities closest to THE VILLAGES OF LAKEVIEW (only the cities of Hemet, Moreno Valley, Perris, and San Jacinto) are shown in **Table 5.11-D, Local Area Forecasts**. The SCAG population forecasts for unincorporated Western Riverside County are not included because it not only includes the proposed project site, but also includes all other unincorporated areas from Los Angeles and Orange county borders, to the San Jacinto Mountain divide from the desert communities.

Table 5.11-C, SCAG Subregion Forecasts

WRCOG	2010	2015	2020	2025	2030	2035
Population	~~2,085,432~~ 1,735,426	~~2,370,526~~ 1,918,962	~~2,644,278~~ 2,096,544	~~2,900,563~~ 2,262,992	~~3,143,468~~ 2,414,256	2,550,867
Households	~~685,775~~ 546,047	~~796,360~~ 609,219	~~907,932~~ 671,933	~~1,018,239~~ 727,622	~~1,127,780~~ 780,743	828,547
Employment	~~727,711~~ 588,523	~~839,698~~ 691,260	~~954,499~~ 797,626	~~1,070,761~~ 901,163	~~1,188,976~~ 1,005,923	1,098,233

Source: ~~2004~~ 2008 Regional Transportation Plan (RTP) Growth Forecast Report

Table 5.11-D, Local Area Forecasts

Local Area*	2010	2015	2020	2025	2030	2035
Population	~~369,691~~ 382,563	~~413,988~~ 440,441	~~457,697~~ 480,313	~~499,587~~ 520,434	~~539,760~~ 556,441	590,302
Households	~~120,396~~ 117,533	~~137,480~~ 136,901	~~154,792~~ 152,143	~~171,882~~ 166,354	~~188,833~~ 179,950	192,328
Employment	~~103,311~~ 99,322	~~122,272~~ 122,105	~~141,920~~ 146,555	~~161,927~~ 167,489	~~182,410~~ 189,486	210,813

* Source: ~~2004~~ 2008 Growth Forecast Data for only the cities of Hemet, Moreno Valley, Perris, and San Jacinto.

However, the Riverside County General Plan Lakeview/Nuevo Planning Area projects a 2030 buildout of this area with an 80,602-person population, 26,778 dwelling units, and 19,166 employment opportunities (see **Table 5.11-E, Project-Specific/RCIP General Plan Population, Housing, and Employment Comparison,** below). A full breakdown of the Lakeview/Nuevo Planning Area growth forecast can be found in Section 5.9, Land Use and Planning, **Table 5.9-A, Lakeview/Nuevo Area Plan Projected Buildout within the Project Site**. Therefore, by adding the anticipated buildout of the Lakeview/Nuevo Area Plan and the SCAG projections for the surrounding cities, the ~~2030~~ 2035 population can be projected to be approximately ~~620,362~~ 670,904 persons, ~~215,611~~ 219,106 dwelling units, and ~~201,576~~ 229,979 employment opportunities within the vicinity of the project.

Proposed Project's Relationship to General Plan Population Projections

The County General Plan is divided into Area Plans to better relate to local needs and constraints. The Area Plan within which the project is located is called the *Lakeview/Nuevo Area Plan* (Area Plan). Section 3.4 of the RCIP EIR established statistical generation factors for: population, dwelling unit counts, number of workers, square footage of employment uses, and the number of jobs for the DEIR's assessment of the impacts associated with implementation of the RCIP General Plan (as described in the Notes to **Table 5.11-E***)*. When the same generation factors are applied to THE VILLAGES OF LAKEVIEW Specific Plan proposal, the 11,350 dwelling units will add approximately 34,163 persons to the population and 15,325 workers in need of jobs within the project's approximately 2,800 acres. Comparatively, using the current RCIP General Plan land use designations, the project area would be anticipated to accommodate approximately 1,310 dwelling units which would house 3,943 people and 1,769 workers (see **Table 5.11-F, RCIP General Plan Land Use for Land Within the Project Boundary**).

The Riverside County General Plan anticipated and analyzed that the Lakeview/Nuevo Area, per the Lakeview/Nuevo Area Plan Table 2: Statistical Summary of Lakeview/Nuevo Area Plan at Buildout, would have a population of 80,312, 26,682 dwelling units, and 19,045 jobs. Although the Area Plan includes a "Community Development Overlay" over a defined portion of the project area, the General Plan did not establish development intensity limits nor did the General Plan EIR attempt to analyze potential impacts the overlay would entail. Therefore, assessing the difference between what would be expected verses what is proposed, indicates that THE VILLAGES OF LAKEVIEW Specific Plan will generate 42.3 percent of the population projected for

the Area Plan whereas the project area was previously anticipated to only generate 4.9 percent of the population. The difference between the anticipated General Plan population and the proposed project population is over an 850 percent increase. Therefore, the proposed project would have a significant impact on the RCIP General Plan population projections and associated General Plan EIR analysis and, by extension, the SCAG forecasts.

Table 5.11-E
Project-Specific/RCIP General Plan Population, Housing and Employment Comparison

	THE VILLAGES OF LAKEVIEW Specific Plan (Project's Land Use Plan)	Lakeview/Nuevo Area Plan (Table 2 of Area Plan)		RCIP General Plan (Table LU 2 of the General Plan)	
		Totals	Percentage Attributable to Proposed Project	Totals	Percentage Attributable to Proposed Project
Population	34,163[1]	80,312	42.53%	1,771,299	1.93%
Dwelling Units	11,350[2]	26,682	43.18%	591,209	1.92%
Workers	15,325[3]	36,028[3]	42.54%	794,605[3]	1.93%
Square Footage Commercial/ Retail	500,000	NA	NA	NA	NA
Jobs	1,000[4]	19,045	5.25%	685,375	0.15%

Notes: The following assumptions are described in Section 3.4 of the RCIP General Plan Draft Program EIR.

1 Assumes 3.01 persons per dwelling unit.

2 Assumes 11 du/ac for High Density Residential and 17 du/ac for Very High Density Residential land use designations.

3 Based upon a Riverside County employment participation rate of 44.86 percent of population.

4 Assumes 1 employee per 500 square feet of Commercial Retail land use designation.

Table 5.11-F
RCIP General Plan Land Use for Land Within the Project Boundary

Existing Land Use Designation	Acreage	Building Intensity Range	Total Dwelling Units	Total Building Square Footages
Agriculture	819.9	10 ac min.	82	
Commercial Retail	5.5	0.20 - 0.35 FAR		47,916 – 82,764
Low Density Residential	337.3	½ ac min.	674.6	
Low Density Residential - RC	16.4	½ ac min.	32.8	
Light Industrial	6.0	0.25 – 0.60 FAR		65,340 – 156,816
Open Space Conservation	373.3	N/A	N/A	N/A
Open Space Conservation Habitat	2.3	N/A	N/A	N/A
Public Facilities	8.6	0.60 FAR	5.16	226,507
Rural Mountainous	680.9	10 ac min.	68	
Rural Residential	83.2	5 ac min.	16.7	
Very Low Density Residential	285.8	1 ac min.	285.8	
Very Low Density Residential - RC	149.9	1 ac min.	149.9	
Roads				
Totals	2769.1		1,309.8	Com. 82,764 Ind. 156,816

- Building Intensity Range based on figures provided from Lakeview/Nuevo Area Plan, *Table 1: Land Use Designations Summary.*
- Where "– RC" is listed, that particular Land Use falls under the Rural Community Foundation Component instead of the Community Development Foundation.

THE VILLAGES OF LAKEVIEW Specific Plan Relationship to General Plan Policies

Project Housing Inventory

THE VILLAGES OF LAKEVIEW Specific Plan will create a master-planned residential community consisting of a variety of residential opportunities. The project proposes dwelling units with densities within the range of 5 dwelling units per acre to 30 dwelling units per acre, in the Mixed Use Town Center. THE VILLAGES OF LAKEVIEW Specific Plan includes a variety of product types and densities in order to take advantage of a diverse marketplace. With its mix of residential densities and lot sizes, the project should meet the needs and housing opportunities for moderate and higher income households. Other land uses within THE VILLAGES OF LAKEVIEW Specific Plan include mixed-use retail with/without residential uses, elementary schools, community parks, recreation centers, pocket parks, multi-use and equestrian trials, and open space areas.

Project Compatibility with Existing Inventory

Surrounding land uses include vacant land, dairies and other agricultural land uses, large lot single-family residences, commercial, and a food supplement manufacturing/farming facility. The residential units within the Lakeview and Nuevo communities which surround the project site are primarily in the lowest density ranges (0.10 du/ac to 4.0 du/ac) designated by the Riverside County. Since THE VILLAGES OF LAKEVIEW Specific Plan proposes residential densities that range from 5–30 du/ac with an average of 11.6 du/ac, the project density will not be compatible with the existing density range.

Project/Regional Growth Forecast Comparative Analysis

THE VILLAGES OF LAKEVIEW Specific Plan proposes 11,350 dwelling units which would yield a population of approximately 34,163 people. Based on the current General Plan land use designations, the same area would yield approximately 1,310 dwelling units and 3,943 residents. If the Area Plan's projected population of 80,602 is adjusted for the project, it will increase the population to 110,822 people, which is a 27.27 percent increase stimulated by THE VILLAGES OF LAKEVIEW project alone.

[(Total projected population - projected area population) + proposed population = Increased total]
[(80,602 – 3,943) + 34,163 = 110,822]

The project area is only 10 percent of the Lakeview/Nuevo Area Plan's total acreage. Therefore, the project's 27 percent increase in the population results from only 10 percent of the land area located within the Lakeview/Nuevo Area Plan. Thus, the project would contribute to **cumulatively exceeding the official regional and local population projections**.

As projected, the project's anticipated population of 34,163 persons comprises 1.64% of the forecasted population for the SCAG Subregion and 4.04% of the forecasted population for all of the unincorporated areas of Riverside County and the cities surrounding THE VILLAGES OF LAKEVIEW Area in 2010 (**Table 5.11-C and D**). More accurately, based on the project's anticipated completion by 2030, the project population will comprise 1.09% of the forecasted population for the SCAG Subregion and 2.5% of the forecasted population for the local communities and unincorporated Riverside County that surround THE VILLAGES OF LAKEVIEW.

Employment/Housing Balance Policies

Another measure of a project's impact on housing needs and projections for a region, is the ratio of employment to housing, or "jobs/housing balance." SCAG's April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California* (www.scag.ca.gov/housing/jobshousing/balance.html), states that "a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternately, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply." The SCAG region as a whole is, by definition, balanced. The SCAG region as a whole is projected to have 1.37 jobs-per-housing unit in 2030 under SCAG's, *2004 RTP Growth Forecast.*

The jobs/housing ratio for Western Riverside County is projected to be 1.04 in 2010 and 2015, 1.05 in 2020, 1.06 in 2025, and 1.07 in 2030. Therefore, Western Riverside County is projected to be near a jobs/housing balance area. However, the jobs/housing ratio for the unincorporated portion of the Western Riverside County subarea is projected to be 0.63 in 2010, 0.67 in 2015, 0.69 in 2020, 0.71 in 2025, and 0.73 in 2030. This indicates that the unincorporated portion of Western Riverside County is projected to be a jobs-poor area. Overall, SCAG's, *The New Economy and Jobs/Housing Balance in Southern California*, projects the area, within which the proposed project is located, will be housing-rich in 2030.

A jobs/housing assessment was prepared by Dennis Macheski Consulting titled, *Job-Housing Balance in the Lakeview/Nuevo Area of Riverside County*, December 2008, (Macheski report, available in Appendix K (CD #4) of this DEIR) to offer additional analysis for the projected area growth. This report assesses the jobs/housing balance for the Inland Empire (western Riverside and San Bernardino counties). Projections by the County of Riverside, working with WRCOG, show job growth continuing to outpace household growth in the area. Specifically, they project that job growth will continue to outpace household growth in Western Riverside County by a factor of 1.8 to one, bringing the area into 100% balance by 2025. The SCAG also projects that job growth will outpace household growth in the area, although by a lower ratio, 1.2 to one.

The Macheski study reported that for most areas, job-housing balance is defined as 1.19 jobs per household. The Inland Empire (defined as San Bernardino and Riverside Counties) currently has a ratio of 0.92 jobs per household. This means that it is 78% of the way toward balance (0.92 divided by 1.19).

Similarly, in Western Riverside County, there were an estimated 0.87 jobs per household in 2008,[1] a ratio somewhat lower than that of the Inland Empire as a whole. There also is a relatively high concentration of two-or-more-worker households in the area, raising the standard some for achieving job-housing balance. Taking these factors into account, theoretically there are enough jobs in the area to employ 69% of the workers living in Western Riverside County, and at least 31% must to commute jobs in the adjacent counties.

Using a "20-mile circle" around the project area (based on maps in the Macheski report, this means within a 20-mile radius), which could be considered a moderate commute distance, there are approximately 355,000 jobs and 468,000 dwelling units.[2] The ratio of jobs to households within the circle is approximately 0.81 to one, suggesting that the area is approximately 68% of its way toward balance.[3] While less than that shown for the Inland Empire as a whole (78%), it is close to that shown for Western Riverside County (69%), and the majority (68%) of workers living in the 20-mile circle still can also work there.

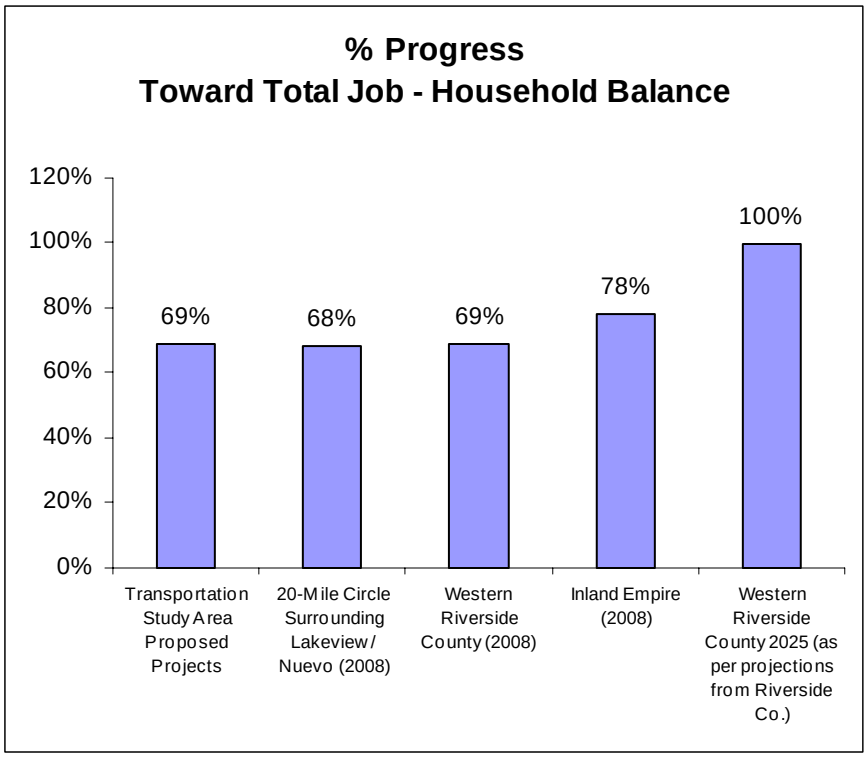
[1] Based on data provided by Claritas for mid-year 2008, with an upward adjustment for households and a downward adjustment for employment, so as to generate an estimate for year-end 2008. Western Riverside County is defined as the area to the west of San Jacinto Mountain.

[2] Based upon data from Claritas, which in turn builds upon data from the US Census and from the Bureau of Labor Statistics

[3] The number of workers per household within the 20-mile circle is a typical amount (unlike Western Riverside County, which has a relatively high number), which means that the standard for achieving balance within the 20-mile circle is 1.19 wage and salary employees per household.

Further analysis in Appendix B of the Macheski report, assesses known development projects (residential, commercial, industrial, office) currently under consideration within the same area analyzed in the traffic analysis for the project. This projected development would generate approximately 51,000 households and the potential for 38,600 employees, resulting in a job-household ratio of 0.76 to one. An additional approximately 14,000 employees will likely work in government-owned buildings (such as schools and post offices) and in other facilities not included in these numbers, such as in hospitals and private schools, as well as visiting workers such as home-care help and gardeners, and workers at home.[4] Furthermore, a significant number of construction workers will be engaged in the area over approximately a 20-year time span. For example, the construction of 53,700 homes will require approximately 83,800 person-years worth of work.[5] Additional employment will be required to build the 18.9 million SF of commercial space. The numbers directly associated with the development (excluding the additional employment that comes to an area in schools, construction, etc. or fewer commuters per household due to retirees or telecommuters) implies that the immediate area would be approximately 64% of the way toward job-housing balance (0.76 divided by 1.19, the ratio considered to be balanced). The following graph (**Table 5.11-G, Percent Progress Toward Total Job-Household Balance**) compares the above discussions from the Macheski report.

Table 5.11-G
Percent Progress Toward Total Job-Household Balance



[4] Based on analysis of statewide employment estimates.

[5] Based on residential construction job estimates for the State of California for 2003 from the National Association of Home Builders and estimates of dwelling units added in California in 2003 from the U.S. Census Bureau.

According to the RCIP, new employees from commercial and industrial development, and new population from residential development, represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the areas.

The proposed project is a residential community project with planned commercial/retail and office development, which will bring an additional 34,163 people which includes approximately 15,325 seeking jobs to the area. The project's commercial component would produce approximately 1,000 employment opportunities (if all 500,000 square feet of allowable space is built) which represents 0.09 jobs per household for the project area. Thus, the project has a very poor jobs/housing ratio.

SCAG's, *The New Economy and Jobs/Housing Balance in Southern California*, further defines jobs/housing balance for this region as an area extending about 14 miles around an employment center with a ratio between jobs and household on the order of 1.0–1.29 jobs per household. Without jobs/housing balance within the project, the nearest jobs-rich and very jobs-rich areas are the cities of Moreno Valley and Riverside, respectively. The majority of Riverside lies beyond the 14-mile range utilized for SCAG forecasts, but most of Moreno Valley is accessible within 14 miles of the project. Since the project will provide more housing opportunities than jobs outside the SCAG 14-mile radius of large employment centers except for Moreno Valley, and based on the Macheski report's projections of a less than balanced area that extends 20 miles, it appears that THE VILLAGES OF LAKEVIEW will contribute to the area's overall jobs/housing imbalance.

Since the proposed project is located within a housing-rich area and will provide additional housing within the same local region, it will further contribute to an overall jobs/housing imbalance. Therefore, the proposed project is not consistent with regional growth forecasts and regional jobs/housing balance projections. This indirect measure of population growth based on jobs/housing balance, coupled with the direct exceedence of regional and local population projections, results in the project having a **significant** effect with respect to population.

Threshold B*: The proposed project would induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).*

Direct Impacts

As previously cited, THE VILLAGES OF LAKEVIEW Specific Plan proposes 11,350 dwelling units, which would yield a population of approximately 34,163 people to the project site. The project also includes 500,000 square feet of commercial development which has the potential to create approximately 1,000 jobs. The number of new dwelling units available will directly induce substantial population growth to the area, while the limited commercial component would induce some growth.

Indirect Impacts

Urbanization of the project site could potentially influence the timing of development within adjacent properties by providing or extending roadways, water and sewer service, and other utility services (infrastructure) to the immediate area. This could eliminate potential constraints for future development in this area of the County.

New and realigned streets within the project site are proposed that will connect to existing roadways. Since Ramona Expressway currently provides access to the project site, its expansion would support development within the vicinity of the project site, with or without the proposed project. The roadway improvements are expected to be incremental and will beneficially impact the overall traffic conditions in the area anticipated from the project and other proposed development within a few miles of the project site. These improvements will have an indirect impact to population growth by extending and/or increasing capacity of the existing roadways, thus eliminating one of the constraints to growth in the area.

Currently, potable water in the vicinity of the project is provided by private wells on individual properties or Eastern Municipal Water District (EMWD). As shown on **Figure 5.15-6, Existing and Proposed EMWD Water Master Plan Facilities**, found in Section 5.15, Utilities, of this DEIR, water service exists to the project site. The exiting water mains have capacity to serve Phase 1, but do not have the capacity to meet the projected needs of THE VILLAGES OF LAKEVIEW; therefore, additional water distribution and storage facilities will be necessary. Sewer service is not currently available to all portions of the project area, as shown on **Figure 5.15-3, Proposed Sewer Master Plan**. The lack of sewer service within this area currently limits development to 1 dwelling unit per ¼ acre, which is the minimum size lot for septic systems. The addition of sewer lines and service into the project area eliminates existing septic system constrains and will make it much easier to propose residential development at high densities within the project site, the Lakeview community, and the surrounding area.

Although these improvements are expected to be incremental—occurring as the project develops—they contribute significantly to eliminating constrains to development, thus making the project a growth inducing factor. These and other infrastructure improvements along with the proposed number of dwelling units will introduce substantial numbers of persons into the project area and remove obstacles to growth, thus the project will induce substantial population growth, both directly and indirectly. Therefore, this impact is considered **significant without mitigation**.

Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures which could minimize or avoid significant adverse impacts (State CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts related to Population and Housing compliance. Due to the nature of the project as a primarily residential development with an intensity higher than currently proposed in the General Plan, mitigation measures specifically related to reducing population/housing would have to be project-wide in nature. Therefore, this issue is addressed in Section 8.0, Alternatives.

Alternative 2, No Project/Development under Existing Plans and Entitlements, discusses an alternative that would meet regional and local population and housing projections because it includes the development of agricultural and residential uses pursuant to the current General Plan with no proposed amendments (**Section 8.0, Alternatives**, **Figure 8-4, Alternative 2 No Project/Existing Plans Alternative**). This alternative would also include development of single-family homes within existing residential lots in the mountains where legal lots exist today. Land uses under this alternative include: 826 acres of agriculture with up to 82 houses, a chicken ranch, 27 residences in the Lakeview Mountains, and 436 residences and up to 239,571 square feet of commercial/industrial businesses (approximately 500 jobs) shown in the Lakeview/Nuevo Area Plan. Because this Alternative matches SCAG and local population projections and provides a higher jobs/housing ratio (0.9) than the proposed project, it would mitigate the impacts identified in this section of the DEIR. As discussed in Section 8.0, there are other potentially significant impacts, to biological resources for example, that may outweigh the benefits of its implementation to better meet population projections and reduce growth inducing characteristics of the project. Therefore, this alternative is not recommended outright as mitigation for the significant impacts identified above.

Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

THE VILLAGES OF LAKEVIEW would cumulatively exceed official regional or local population projections and would induce substantial population growth in an area, both directly, by proposing new homes and businesses, and indirectly through extension of roads or other infrastructure. Alternative 2, evaluated in Section 8.0 of this DEIR, shows that these impacts could be avoided and minimized through development of the existing General Plan land use designations. However, Alternative 2 may cause other potentially significant effects related to other issues such as biological resources, such that this alternative cannot be recommended as outright mitigation. Therefore impacts remain **significant**, and THE VILLAGES OF LAKEVIEW project will require a "Statement of Overriding Considerations" for Population and Housing impacts prior to project approval.

Summary of Cumulative Environmental Effects After Mitigation Measures Implemented

As discussed above, the project represents 1.64% of the forecasted population for the SCAG Subregion in 2010 and 1.09% in 2030. As a percent of project area forecast comprised of the surrounding cities and the Lakeview and Nuevo communities, the proposed project represents 4.04% in 2010 and 2.5% by 2030. Additionally, the project represents 42.5 percent of the forecasted population for the Lakeview/Nuevo Planning Area as projected for the area buildout in the General Plan for Riverside County. The proposed project comprises more than one percent of SCAG's projections, and more than five percent of the County's projections through 2030, and because the proposed project does not adequately address the Regional Housing Needs Allocation by offering the community's "fair share" regional housing needs allocation (RHNA) for all income groups and does not improve the regions jobs/housing balance, therefore, the residential population growth from the project is considered cumulatively considerable and **significant**. THE VILLAGES OF LAKEVIEW project will require a "Statement of Overriding Considerations" for Population and Housing impacts prior to project approval.

NOTE: Items referenced on CDs #1 - #4, herein, are available on CDs but the CDs are no longer numbered in this fashion for purposes of the EEIR

5.12 PUBLIC SERVICES

This section addresses potential impacts of the proposed project on public services. Each public service area will be addressed in a separate subsection.

5.12.1 FIRE SERVICES

Potential impacts related to fire services were found to be potentially significant in the Notice of Preparation prepared for this project (Appendix A (CD #3)). The focus of the following discussion is related to the potential impacts from the proposed project and the mitigation measures that will be incorporated to reduce impacts to below a level of significance.

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

- County of Riverside, *County of Riverside General Plan, Lakeview/Nuevo Area Plan*, October 2003. (Available at County of Riverside and at http://www.rctlma.org/genplan/content/ap2/lnap.html)
- County of Riverside, *Riverside County Integrated Project General Plan Final Program Environmental Impact Report (State Clearinghouse No. 2002051143)*, March 2003. (Available at County of Riverside and at http://www.rctlma.org/genplan/default.aspx)) (RCIP EIR)
- County of Riverside, *Ordinance No. 787 – Fire Protection Ordinance.* (Available at the Riverside County Clerk of the Board or at http://www.clerkoftheboard.co.riverside.ca.us/ords.htm)
- County of Riverside. *Ordinance No. 659.7 – Establishing Development Impact Fees.* (Available at the Riverside County Clerk of the Board or at http://www.clerkoftheboard.co.riverside.ca.us/ords.htm)
- Riverside County Fire Department website, accessed at various dates; last accessed November 12, 2007. (Available at http://www.rvcfire.org/opencms/facilties/FireStations/)
- Riverside County Fire Department, *Fire Protection and Emergency Medical Master Plan*, dated November 15, 1986, adopted June 9, 1987. (Available at County of Riverside.) (Fire Master Plan.)
- CAL FIRE, Maps of Fire Hazard Severity Zones in the State Responsibility Area of California, November 7, 2007. (Available at http://frap.cdf.ca.gov/data/frapgismaps/select.asp)
- Valley Health System, accessed 4-9-08. (Available at http://www.valleyhealthsystem.com)

Setting

THE VILLAGES OF LAKEVIEW Specific Plan site is under the jurisdiction of the Riverside County Fire Department who works in cooperation with the California Department of Forestry (CDF). Mutual aid agreements exist between Riverside County and adjacent cities, but response from stations in neighboring cities would only be provided if the Riverside County stations were out of resources and called for additional help. Upon receipt of a call for mutual aid through the County's Emergency Command Center (ECC), the County's mutual aid coordinator will determine whether a city or the County will provide a response. The ECC is a combined county, state, and local agency dispatch center.

The current population of the approximately 2,800-acre project site area is very small, less than 100 people according to review of U.S. 2000 Census data. Census data provided by the U.S. Census Bureau for the project area is available at the smallest incremental level, the Census Block. The project area includes all or portions of Census Blocks 2003, 2007-12, 2043, 2046-51, and 2061. The total population for year 2000, of these combined Blocks, is approximately 232 persons; however, Block 2008 encompasses the southern extent of the project area which is all agriculture and open space, therefore the population of this Block is located outside the project site. This would indicate that the project site existing population is approximately 85 persons.

The project proposes a maximum of 11,350 dwelling units (DU), of which the population would add approximately 34,000 people, using the Riverside County General Plan persons per household estimate of 3.01. Furthermore, the project includes approximately 500,000 square feet of mixed-use commercial.

The project site's current General Plan land use designation includes Agriculture with a Community Development Overlay, Rural Residential with a Community Development Overlay, Low Density Residential, Very Low Density Residential, Rural Mountainous, Open Space Conservation, and Commercial Retail A portion of these land use designations are within the Community Development Foundation Component. According to the Riverside County Integrated Project (RCIP) General Plan, the Community Development Foundation Component identifies those areas appropriate for urban or suburban development. The project includes a General Plan Amendment to concentrate more intense land uses and to establish clear boundaries between open space/conservation and urban development. Therefore, once the project is implemented, it will be considered to be located within an urban area; requiring a different level of fire protection services than what is currently needed for the rural development located in the project area.

Based on the adopted Riverside County Fire Protection Master Plan, the project will be subject to "Category 2 – Urban" standards. Category 2 – Urban specifies that a full alarm assignment be operating on the fire ground within fifteen minutes and the fire station to be located within three miles. The primary station serving this area (Nuview Station #3, described below) would not be within the three miles of the entire project site.

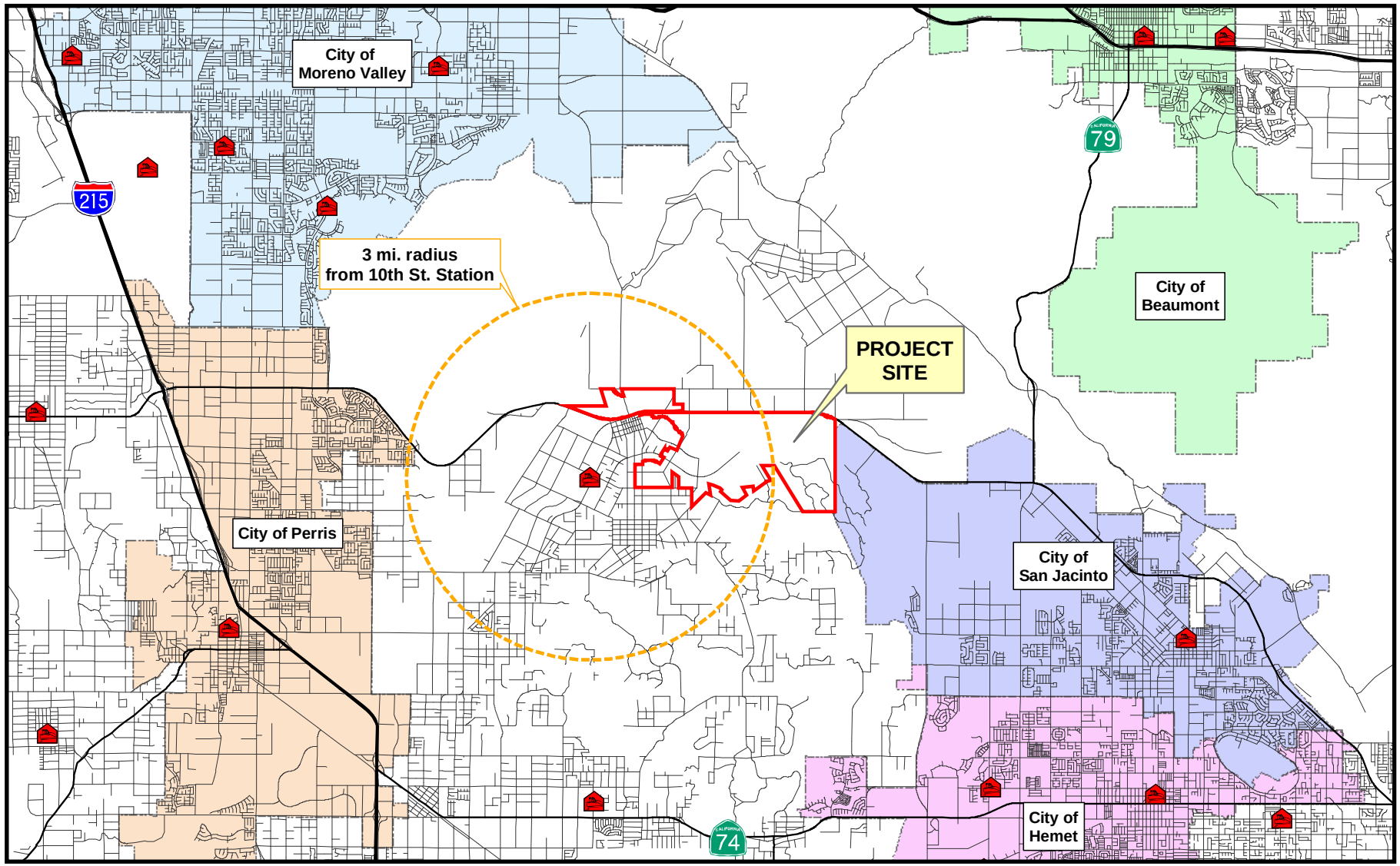
As shown on **Figure 5.12-1, Existing Fire Station Locations**, there are three fire stations within a 10-mile radius of the project site that will respond to incidents; the closest is located within the

unincorporated community of Lakeview/Nuevo, in Riverside County. The equipment and staffing of that station is described below:

Nuview Station #3 is located approximately one to two miles south and west of the southwestern portion of the project site at 30515 10th Street, Nuevo, CA 92567. As shown on **Figure 5.12-1,** over one-half of the total project site is located within three miles of this station. With respect to project phasing, all of Phases 1, 2 and 3B, and a portion of Phase 3A are located within the 3-mile radius. This station is recognized as the primary response station to the proposed project site. The West San Jacinto Station #78 is located at 2450 West Cottonwood Avenue, San Jacinto, CA 92582. It is approximately 7 to 8 miles east of the project site. San Jacinto Station #25 is located approximately 9 to 10 miles east of the project site at 132 South San Jacinto, CA 92583. All three of the above-mentioned Riverside County fire stations are staffed full-time, 24 hours per day, 7 days a week, with a minimum three-person crew, including paramedics, and operating "Type-1" structural fire fighting apparatus.

From the above listed fire stations, the first unit should arrive within 5 to 6 minutes after dispatch, the second within 8 to 10 minutes and the third within 11 to 12 minutes. These times are approximate and currently do not meet the Urban Land Use protection goals found in the Fire Protection Master Plan. Current minimum staffing levels of three persons per responding unit presently meet existing demands, but as with any additional construction within a response area, an increase in requests for service will impact the Fire Department's ability to provide adequate service.

The southeast area of the project site, along the Lakeview Mountains, is designated as a "Hazardous Fire Area" in the Riverside County General Plan. A hazardous fire area is land which is covered with grass, grain, brush, or forest, whether privately- or publicly-owned, which is so situated or is of such inaccessible location that a fire originating upon such land would present an abnormally difficult job of suppression or would result in great and unusual damage through fire or resulting erosion. Subsequent to the adoption of the Riverside County General Plan, the state mapping, upon which the General Plan maps were based, has been updated. Government Code Section 51175-51189 directed the California Department of Forestry and Fire Protection (CAL FIRE) to map areas of very high fire hazard within Local Responsibility Areas (LRA). Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on relevant factors such as fuels, terrain, and weather. The VHFHSZ maps were initially developed in the mid-1990s, but are currently being updated based on improved science, mapping techniques, and data. According to the state mapping, in addition to unzoned (lower risk) areas, the south/southeast portion of the project site is located in areas of "moderate" risk and "very high" risk of fire hazards. In 2005, the California Building Commission adopted the Wildland-Urban Interface codes which will be effective in 2008. Project proposed development adjacent to the Lakeview Mountains will be subject to these codes. The codes will require local building officials to enforce the use of appropriate construction materials for new buildings in the Wildland-Urban Interface, and the imposition of a 100-foot defensible space clearance.



Sources: County of Riverside GIS 2003; 2007 Thomas Bros. Guide.

ALBERT A. WEBB ASSOCIATES

N W E S

0 1 2 3 Miles

LEGEND

Fire Stations

Figure 5.12-1

Existing Fire Stations

The Villages of Lakeview EIR No. 471

G:/2003/03-0267/Gis/Fire_stations.mxd

Following the tragic Esperanza Fire that started on October 26, 2006 near Cabazon, the Riverside County Board of Supervisors created a Fire Hazard Reduction Task Force. The Task Force was charged with reviewing and providing recommended direction for the reduction of fire hazards and clarification of evacuation measures throughout the county. Task Force recommendations include adoption of the revised state fire codes discussed above, adoption of the VHFHSZ mapping into the County General Plan, and revision of Ordinance 787. Please see the Hazards/Hazardous Materials Section, 5.7, for discussion of wildland fire hazards associated with the project and **MM Hazards-Fire 5,** which requires that prior to the approval of any development plan for lands adjacent to open space areas (Planning Areas 58, 66, 68, 69, 73, and 81), a fire protection/vegetation management (fuel modification) plan be submitted to the fire department for review and approval.

Thresholds of Significance

The Riverside County Planning Department has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. However, the Riverside County Planning Department's "Environmental Checklist" for the subject project (see Appendix A (CD #3) of this document) indicates that impacts related to Fire Services may be considered potentially significant if the proposed project would:

A. Result in substantial adverse physical impacts associated with the provision of new or physically altered fire service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.

Related Regulations

The Uniform Fire Code established by the International Fire Code Institute and the Uniform Building Code established by the International Conference of Building Officials both prescribe performance characteristics and materials to be used to achieve acceptable levels of fire protection. Fire policies and regulations include Riverside County Ordinance No. 787, Riverside County Master Fire Protection Plan, the California Fire Code, International Fire Codes and the California Building Code. Riverside County Ordinance No. 787 outlines fire protection standards for the safety, health, and welfare of the citizens of the County. Among the items regulated by Ordinance No. 787 are access to a project, storage of hazardous materials, building design, water supply, and brush clearance.

The County of Riverside General Plan Policies refer to the Uniform Building Code (UBC) with respect to various aspects of building code requirements. For clarification, the County of Riverside has adopted the California Building Code (CBC) and the International Building Code (IBC) with respect to overall and/or specific building code issues. For purposes of this DEIR, UBC, CBC, and IBC, whenever used in the text, refer to whatever building code is current and adopted by the County at the time of project development for the particular issue/regulation being referenced in the DEIR.

The Riverside County Master Fire Protection Plan outlines the fire protections performance standards for both rural and urban areas, and establishes guidelines for facility and personnel minimum requirements.

The Riverside County standard for the establishment of a new fire station is the development of 2,000 dwelling units or 3.5 million square feet of commercial or industrial uses (RCIP GP EIR). However, discussions with the Riverside County Fire Department in connection with this project have indicated that the maintenance of adequate response times will be the determining factor for number and location of required stations.

Riverside County also requires the payment of mitigation fees to collect revenue for the establishment of new stations. Riverside County currently requires new development proponents to pay mitigation fees to help offset the cost of providing new fire facilities. Pursuant to Ordinance 659.7, the current Riverside County fire fees are $705 per detached single-family residential unit, $590 per multi-family residential unit, $4,879 per acre of commercial use, and $2,035 per acre for industrial use. The project will be conditioned to comply with Ordinance 659.7 and pay its fair share of mitigation fees, or current fees at the time of project construction. However, payment of fees does not necessarily mitigate to a level of insignificance all impacts from new development. The County determines on a case-by-case basis whether payment of fees and/or other feasible mitigation measures are adequate to mitigate impacts to a level of insignificance.

Project Design Considerations

Design considerations refer to ways in which the proposed project will limit or mitigate for potential impacts through the design of the project.

Pursuant to County of Riverside policies and standard conditions of approval, the proposed project will be designed with fire hydrants, fire-resistant exterior building materials, adequate street lighting, building address numbering, and fencing. These measures will assist in addressing fire and public safety issues. All private and public roads will be designed to meet fire code requirements to allow emergency access, proper evacuation routes, and secondary access; and all buildings will be constructed to current building code to decrease the risk of potential fire damage.

The County requires development within a high fire hazard area to design and implement fuel modification practices for the interface between developed and natural areas within and adjacent to the proposed project area. Such fuel modification plans shall be subject to approval by the Riverside County Fire Department. These practices shall also establish parameters for the percent, age, extent, and nature of native plant removal necessary to achieve the County fire prevention standards to protect human lives and property, while preserving as much natural habitat as practicable (RCIP EIR). As shown on **Exhibit B.8. 18A, Conceptual Open Space and Parks Plan, of the Specific Plan #342**, a fire fuel modification zone will be created as a part of the project along the urbanized edge of the Lakeview Mountains to protect any adjacent development from wildland fires. The fuel modification zone will be located within the affected Planning Areas, not within the Open Space Conservation area.

The project applicant has contemplated a fire station being located within or near Planning Area 30; however, as the County Fire Department ultimately controls and chooses fire station locations, it cannot be definitively determined. At the time of writing, the County Fire Department is not requiring that a fire station be located within THE VILLAGES OF LAKEVIEW.

THE VILLAGES OF LAKEVIEW Specific Plan includes Circulation System Development Standards in section B.2.d. Standard 14 related to emergency access is listed below. These Development Standards are required of the project.

B.2.d. Circulation System Development Standards:

14. To meet fire and emergency services needs, the tentative tract map(s) shall provide adequate access per County Fire Department requirements.

Environmental Impacts Before Mitigation

Threshold A: *Result in substantial adverse physical impacts associated with the provision of new or physically altered fire service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.*

The County Fire Department has established response times of 7 minutes for urban areas or 20 minutes for rural areas (e.g., urban development is located more than 3 miles from a County fire station or rural development is located more than 5 miles from a County fire station). Thus, the portion of the project site which is located more than three miles from the closest existing station cannot be served in accordance with acceptable response times and urban performance objectives. Approximately 9,970 of the project's proposed units are located within the 3-mile radius.

Based on standards for Category 2 Urban service, the County Fire Department projects the project may need one additional station to meet anticipated service demands. The provision of fire stations varies more as a function of the geographic distribution of structures than of population increases. (RCIP EIR, Section 4.15.1, pg. 432)

Fire services are provided by Riverside County Fire Department, specifically Nuview Fire Station #3, which is located approximately 1 to 4.5 miles south and west of a portion of the project site, West San Jacinto Station #78 is approximately 5 to 8 miles east of the project site and San Jacinto Station #25 located approximately 6 to 10 miles east of the project site. Specifically, Station #3 would provide adequate service (within 3 miles) to over one-half of the project site, from a distance-to-station service radius perspective; however, the most eastern portions of the project site would not be within the three-mile objective. The Nuview Fire Station currently provides service to the rural communities of Lakeview, Nuevo, and Juniper Flats, and is not large enough to be staffed or equipped to serve the urban level of development proposed by the project. Therefore, the County Fire Department has determined that one additional station will be needed to serve the project.

The Fire Department reserves the right to negotiate developer agreements associated with the development of land and/or construction of fire facilities to meet service demands through the regional integrated fire protection response system. Riverside County Fire Department has not determined the desired location for additional fire station needs in the Lakeview/Nuevo area. Therefore, the fire station location shall be determined to the satisfaction of the Fire Department, as required in **MM Fire 1**. The developer shall work with the Fire Department to identify the fire station location most suitable to serve the area.

Once a location has been chosen for the proposed fire station, the station will be designed per County of Riverside Fire Department requirements. Since the existing station is close enough to serve initial development within THE VILLAGES OF LAKEVIEW, a new station does not have to be constructed prior to the first Final Inspection within the project. However, since the project includes the development of a maximum of 11,350 dwelling units (DU), as well as mixed commercial uses; the Riverside County Fire Department Standard requirements of one new fire station per 2,000 DUs would be exceeded by a significant margin. The project will therefore necessitate the addition of one fire station to serve the project.

Additionally, cumulative projects which are proposed within the general project vicinity are described in **Table 5.14-K, Cumulative Developments within Project Study Area.** The cumulative projects within the Lakeview/Nuevo Planning area total approximately 42,408 dwelling units which will require more stations commensurate with development levels and locations.

Construction of any new fire stations which the County may require within the project, have been included in this DEIR at the programmatic level under the analysis performed for the entire specific plan development area and will cause similar potential adverse impacts related to construction as those evaluated throughout this DEIR; therefore, such within-project sites would be covered by the analysis and mitigation throughout this DEIR. Stations required to be located outside of the project boundaries and/or expansion of the Nuview station are not covered by this DEIR and evaluation of any potential CEQA-related adverse impacts of such facilities would have to be evaluated by the County at a time prior to construction. However, all construction will be subject to the Riverside County Ordinance No. 787, which requires design measures and approval from the Fire Department. Without construction of new or expanded fire stations, the proposed project would have **significant direct and cumulative effects on fire services** because it does not provide enough fire stations based on the County of Riverside established response times and standards for new fire stations.

The project proponent shall participate in the Development Impact Fee Program as adopted by the Riverside County Board of Supervisors to mitigate a portion of these impacts. This will provide funding for, and/or development of, capital improvements such as land, equipment purchases, and fire station construction. The Fire Department reserves the right to negotiate developer agreements associated with the development of land and/or construction of fire facilities to meet service demands through the regional integrated fire protection response system. The payment of mitigation fees by this project is considered its fair share and adequate contribution toward mitigation for this potentially significant project and cumulative impact but does not necessarily mitigate all potential impacts because fire stations are located too far from

the most eastern portions of the project site to meet required response times. Fees collected may not be adequate as determined by the Riverside County Ordinance 659 and Public Facilities Needs Lists. Currently, Ordinance 659 (f) utilizes Development Impact Fees towards facilities listed on this list through the year 2010. Therefore, until the list gets updated, additional mitigation measures need to be implemented to ensure that potential impacts are reduced to less than significant levels. With payment of required fees and implementation of **MM Fire 2**, potential impacts which would cause fire stations to be expanded or built will be reduced to a **level below significance with mitigation**.

Although fees may be adequate to afford the County the money necessary to build and equip needed facilities, the timing of construction (post development) could also jeopardize the safety of future residents and cause **potential significant adverse environmental impacts without mitigation**. Mitigation measure **MM Fire 1** which requires the construction of facilities, shall be implemented in lieu of the payment of fees to address potential impacts associated with delayed construction of needed fire station facilities.

An additional performance objective with respect to fire services is the provision of adequate fire flow to provide water pressures great enough to serve the given type of construction, pursuant to County Ordinances No. 460 and/or No. 787. Without adequate fire hydrant spacing and fire flow, structures could be at undo risk and performance objectives are not met. Therefore, impacts related to fire flow would be significant without mitigation. With **MM Fire 3**, which requires adequate hydrants and fire flows, impacts are reduced to **less than significant**.

Proposed Mitigation Measures

A Draft Environmental Impact Report (DEIR) is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts related to fire services.

MM Fire 1: To assure that the project development does not proceed faster than adequate fire service facilities are provided, the necessary fire station ~~identified in the Development Agreement~~ shall be constructed and operational prior to issuance of building permit for the 5,500th dwelling unit within the project, to accommodate the equipment and staff necessary to serve all development within THE VILLAGES OF LAKEVIEW Specific Plan in accordance with the terms of THE VILLAGES OF LAKEVIEW Development Agreement or other agreement with ~~the~~ Riverside County ~~Fire Department~~.

MM Fire 2: To ensure that adequate fire stations are provided to serve project development, the Master Developer shall pay fire services development impact fees pursuant to Ordinance 659.7 or, provide land and/or facilities to satisfy Fire Department services standards and ensure the construction and operations of adequate fire stations in accordance with the terms of THE VILLAGES OF LAKEVIEW Development Agreement or other agreement with the Riverside County Fire Department.

MM Fire 3: All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No. 787, subject to review and approval by the Riverside County Fire Department.

Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

Pursuant to Riverside County Ordinance No. 659.7, the project proponent will be required to provide land, facilities, and/or pay development impact fees for fire facilities as required in **MM Fire 2**. Timing can also be an issue if additional fire stations are not built commensurate with development. Therefore, implementation of **MM Fire 1**, which requires one station to be built before development of the 5,500th dwelling unit occurs, will reduce this potential impact to less than significant. **MM Fire 3** addresses all potential direct impacts to fire services related to the provision of adequate fire flow to provide water pressures great enough to serve the given type of construction. Therefore, potential significant impacts from the project upon fire services that would cause construction of facilities to meet service ratios, response times or other performance objectives are considered to be **less than significant** after implementation of mitigation measures **MM Fire 1, 2, and 3**.

Summary of Cumulative Environmental Effects After Mitigation Measures Are Implemented

Cumulative projects which are proposed within the general project vicinity are described in **Table 5.14-K, Cumulative Developments within Project Study Area**. The cumulative projects within the Lakeview/Nuevo planning area total approximately 42,408 dwelling units which will require more stations commensurate with development levels and locations for each of the proposed cumulative projects. The project contributes approximately 27 percent of the total units within the cumulatively proposed projects which represents a relatively considerable amount. The project will have a cumulative adverse impact to the County's fire department's ability to provide an acceptable level of service without mitigation. These impacts include an increased number of emergency and public service calls due to the increased presence of structures and population. As stated above, each project proponent shall participate in the Development Impact Fee Program as adopted by the Riverside County Board of Supervisors to mitigate a portion of these impacts. This will provide funding for capital improvements such as land, equipment purchases and fire station construction. The Fire Department reserves the right to negotiate developer agreements associated with the development of land and/or construction of fire facilities to meet service demands through the regional integrated fire protection response system. Therefore, implementation of the project will contribute incrementally to cumulative impacts related to the need for fire station construction or services, however, implementation of **MM Fire 1** and **MM Fire 2**, which require the payment of fees and construction of at least one station, reduce the project's increment to less than significant and payment of fees by all cumulative projects will reduce overall impacts, therefore cumulative impacts are considered **less than significant**. Section 7.1 of the DEIR includes additional information about cumulative effects.

5.12.2 HEALTH SERVICES

Potential impacts related to health services were found to be potentially significant in the Notice of Preparation prepared for this project (Appendix A (CD #3)). The focus of the following discussion is related to the potential impacts of the proposed project and the mitigation measures that will be incorporated to reduce impacts to a level below significance.

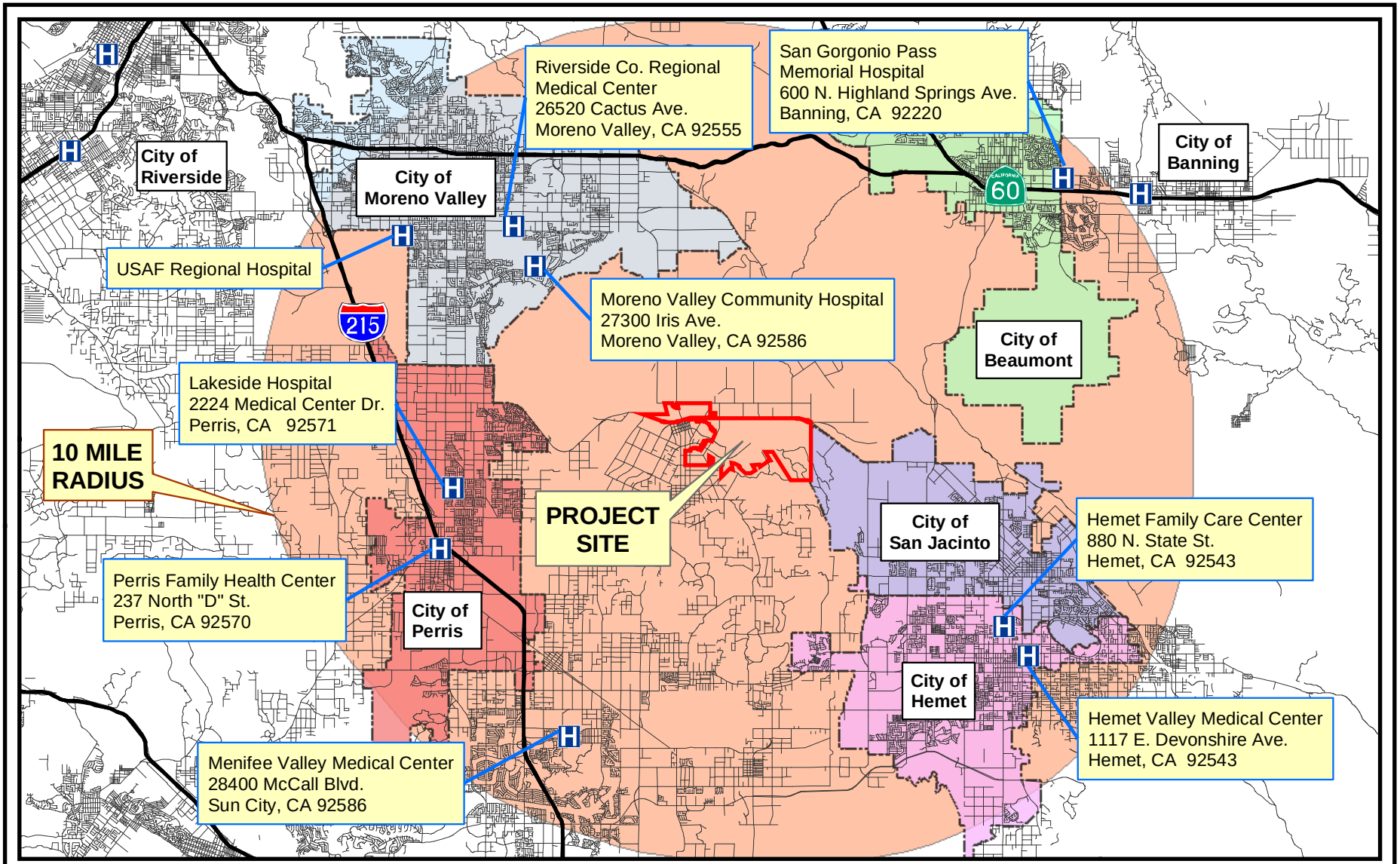
In addition to other documents, the following references were used in the preparation of this section of the DEIR:

- County of Riverside, *Riverside County General Plan, Lakeview/Nuevo Area Plan*, October 2003. (Available at County of Riverside and at http://www.rctlma.org/genplan/content/ap2lnap.html)
- County of Riverside, *Riverside County Integrated Project*, *Existing Setting Report,* LSA Associates, March 2003. (Available at County of Riverside.)
- Valley Health System, about *Valley Health Care System,* accessed website October 20, 2006. (Available at http://www.valleyhealthsystem.com)
- Hospital Data and Nursing Home Profiles, website accessed October 20, 2006. (Available at http://www.hospital-data.com)
- City of Perris, *Environmental Impact Report City of Perris General Plan 2030,* Hogle-Ireland, Inc. April 26, 2005. (Available at http://www.cityofperris.org)
- Riverside County Emergency Services Agency, *General Information on Providers,* accessed October 20, 2006. (Available at http://www.rivcoems.org)
- Personal communication between Webb Associates and Duane Barba, Office of Statewide Health Planning and Development, November 9, 2006.

Setting

The proposed project is located in the unincorporated area of Lakeview/Nuevo in Riverside County between the cities of Perris and San Jacinto. The cities of Moreno Valley and Hemet are also located in proximity.

Medical services take the form of hospitals, both with and without emergency room/trauma centers, medical clinics, doctor offices, and ambulance services. There are five hospitals and four medical clinics within ten miles of the project site (see **Figure 5.12-2, Medical Facilities**).



Sources: County of Riverside GIS 2003; 2007 Thomas Bros. Guide.

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Figure 5.12-2

Medical Facilities

The Villages of Lakeview EIR No. 471

G:/2003/03-0267/Gis/Hospitals.mxd

The following is a summary of the most likely facilities that would serve the project. However, it should be noted that medical services are driven by an individual's insurance provider; therefore, it is hard to determine exactly where the residents of the proposed project would go for medical services. Therefore, for the purposes of this analysis it is assumed that residents would use the closest available facilities; impacts to medical services within 10 miles will be evaluated herein.

Riverside County Regional Medical Center (RCRMC) is located at 26520 Cactus Ave., Moreno Valley, CA 92555 and is operated by the County of Riverside. The hospital is a 520,000 square foot facility, licensed to have a total of 439 beds. There are 364 licensed beds in the main acute-care hospital, and 77 licensed beds in a separate psychiatric facility. RCRMC has 12 operating rooms, a helipad located directly adjacent to the Trauma Center, and state-of-the-art digital radiology services, including magnetic resonance imaging (MRI) and computerized tomography (CT) and all single bed rooms. According to the Riverside County General Plan EIR, it is estimated that the hospital can provide 200,000 annual patient visits in specialty outpatient clinics, and an additional 100,000 annual patient visits in the emergency room. RCRMC also serves as a clinical site for more than 60 clinics, providing specialized care in areas such as diabetes, endocrinology, infectious disease, orthopedics, and surgery.

The other clinic facilities operated by the County are located throughout the County. Three of these clinics are located within a 10-mile radius of the project, and are as follows: Banning Family Care Center, Hemet Family Care Center, and Perris Family Health Center. Each clinic has a family practice physician on staff, and is open from 8 a.m. to 5 p.m., Monday through Friday. Each of the County clinics offer a variety of services, including but not limited to: primary care, immunization, family planning, and cancer screening.

In addition to the three County provided health care facilities, there are also four medical facilities, within a 10-mile radius of the project, owned and operated by the Valley Health System which is a private company and a California Local Health Care District. Currently, the Valley Health System encompasses approximately 882 square miles in the San Jacinto Valley in west central Riverside County. It includes the city of Hemet, the city of San Jacinto, the city of Sun City, and the surrounding unincorporated areas. Population of the District is approximately 360,000; Moreno Valley and its primary service area are located outside the boundaries of the District. The Valley Health System was formed in 1946 and purchased an existing 18-bed hospital from the city of Hemet. Since then, Hemet Valley Medical Center has undertaken a number of projects in expanding to its present 240 licensed bed capacity.

The following is a list of the Valley Health System facilities which would serve the project:

Hemet Valley Medical Center is located at 1117 East Devonshire Ave., Hemet CA, 92543. The facility includes 340-beds and a 24-hour emergency room with 240 beds. The hospital includes services such as: radiation therapy treatment center for cancer treatment, with a state-of-the-art linear accelerator, CT scanning and magnetic resonance imaging, inpatient and outpatient surgical services, maternity and women's services, cardiac care services, with a cardiac catheterization lab, speech, physical and occupational therapy services, behavioral health services, community education programs, support groups, patient transportation, skilled nursing facility, subacute nursing care.

Menifee Valley Medical Center is located at 28400 McCall Blvd., in Sun City, Ca 92586. The facility includes 84-beds and a 24-hour emergency room service, and includes services such as: inpatient and outpatient x-ray services, critical care unit, inpatient and outpatient surgery and laboratory services, respiratory services, physical therapy, joint replacement center, cataract and retina specialty surgeries, health education library and other services.

Moreno Valley Community Hospital is located at 27300 Iris Ave., Moreno Valley, CA 92586. The facility includes 101 beds and a 24-hour emergency room, and includes services such as: inpatient medical, surgical and pediatric services, critical care, post-critical care and telemetry units, maternity and women's services, inpatient and outpatient surgery, spine center - education, medical treatment and surgery for back problems, inpatient and outpatient laboratory and diagnostic services, physical rehabilitation services, including physical therapy, speech therapy and occupational therapy, cardiopulmonary services including respiratory therapy and EKG, vascular lab - ECHO cardiograph and stress testing, and community education programs.

Hemet Family Care Center is located at 880 North State Street, Hemet CA, 92543. The facility is a 24-hour skilled nursing facility that deals primarily with transfer patients from the three other Valley Health System facilities.

In addition to the above referenced medical facilities, there is also an additional medical facility within 10-miles of the project; the Air Force Village West, Inc., which is a short-term skilled nursing facility that offers skilled nursing to its residents, as well as outside clients.

Emergency ambulances in Riverside County are generally staffed by at least one paramedic, who can administer advanced life-saving procedures and medications while on scene and en route to the closest, most appropriate hospital. Hospital destinations for recipients of ambulance services are determined by protocol (Riverside County Emergency Medical Services Agency website http://www.rivcoems.org/home/index.html), patient condition, and the requests by the patient and/or family. While en route, paramedics notify hospitals of their pending arrival, patient condition, and request any additional medical orders they may need.

Thresholds of Significance

Riverside County has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. However, the Riverside County's "Environmental Assessment Form: Initial Study" (Environmental Assessment Number: 39816) which is part of the Notice of Preparation for the subject project (see Appendix A (CD #3) of this document) indicates that impacts may be considered potentially significant if the project would:

B. Result in substantial adverse physical impacts associated with the provision of new or physically altered medical service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other established performance objectives.

Related Regulations

The Riverside County General Plan EIR states that impacts to medical facilities will be significant as a result of population increase. The following General Plan mitigation measures were adopted with the County's General Plan in 2003 to aid in the reduction of significant impacts:

> **Mitigation Measure 4.15.7A** Riverside County shall perform a periodic medical needs assessment to evaluate the current medical demand and level of medical service provided within each Area Plan. A periodic medical needs assessment shall be conducted every three years.
>
> **Mitigation Measure 4.15.7B** Riverside County shall fund the new construction and/or expansion of existing medical facilities according to the level of demand for medical services. The level of demand will be based on and determined by the outcome of the periodic medical needs assessments.

Project Design Considerations

Design considerations refer to ways in which the proposed project will limit or mitigate for potential impacts to health services through the design of the project.

The project will provide health care through developer-initiated wellness clinics located in schools while private enterprise will supply medical offices and clinics within the project. THE VILLAGES OF LAKEVIEW Specific Plan includes the project's Objectives. Project Objective d.1 identifies that the project should "inspire healthy living and accommodate a pedestrian-friendly lifestyle." Objective e.2 states that the project shall "inspire life-long learning" with an expected outcome which includes extra facilities such as "community rooms for after-school programs and weekend health clinics." Medical offices are an allowable use within the Mixed-Use Town Center Village. Although the project's land use plan does not specifically include medical facilities, the project as planned does not preclude medical services from being located within the project.

Environmental Impacts Before Mitigation

Threshold B: *Result in substantial adverse physical impacts associated with the provision of new or physically altered medical service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other established performance objectives.*

The project is anticipated to include a maximum of 11,350 dwelling units of which will be inhabited by approximately 34,000 individuals, which is an increase directly over the existing population of the Lakeview/Nuevo area population of approximately 9,000 (RCIP Existing Setting Table 6.B). This increase in population to the project area will create a need for medical services.

According to the Riverside County Health Department, currently, adequate hospital capacity is available. The Riverside County Health Department reported that it had adequate hospital capacity to meet current needs. In addition, the Department noted that community-based clinics were sized to meet current needs. Based on the County's existing medical facilities, the incremental increase in residents would require new facility construction or large-scale expansion of existing facilities to accommodate the additional beds required to treat and provide medical services to the growing County over the next 40 years (Riv Co GP EIR page 452). Since the project is not consistent with the County's general plan land use map, the project will impact the County medical facilities to a higher degree than anticipated in the Riverside County General Plan.

The Riverside County General Plan EIR Existing Setting Report does not specify any specific criteria for determining future needs for public hospital or medical clinics. The increase in population as a result of the project will facilitate the need for additional medical facilities; however, the increased population will result in an increase to the County's tax base, which will provide additional funding for public medical facilities. The need for additional facilities will be based on the findings of the Periodic Medical Needs Assessment, which is required by Mitigation Measure 4.15.7A of the County General Plan EIR.

There are no statutory or regulatory standards in California for determining the threshold at which new acute care and emergency medical facilities, or the expansion of existing facilities, will be required. According to a representative from the Office of Statewide Health Planning and Development (OSHPD), new healthcare facilities are developed in response to perceived market demand by free enterprise. The State becomes involved only after medical facility developers submit notice of intent to build (personal communication with Duane Barba at Office of Statewide Health Planning and Development 11/9/06). Accordingly, attempts to determine the size of future expanded or new medical facilities, and their locations, are speculative at this point. For purposes of this DEIR, it is assumed that new and/or expanded healthcare and emergency medical facilities will be required in the County. Growth and development consistent with the County General Plan, together with cumulative growth in the surrounding area, will increase demand for health care and emergency medical services facilities in the County.

The project is anticipated to include a maximum of 11,350 dwelling units (DU) which will be inhabited by approximately 34,000 individuals. Currently, the county of Riverside has adequate facilities provided for its population, but the project includes a General Plan Amendment, thus the population in this portion of the County will be higher than anticipated in the County's General Plan, and therefore, the project will create a need for medical services which was not anticipated in the General Plan. Since the proposed project includes land uses that will allow medical offices and urgent care clinics, local medical services can be provided within the project. Hospital beds and major facilities such as trauma units and emergency rooms are not allowed within the project. There are five hospitals and four medical clinics within ten miles of the project site. This fact coupled with the Periodic Medical Needs Assessment, which is required by Mitigation Measure 4.15.7A of the County General Plan EIR, should assure that adequate medical services are available to the project residents. Potential significant adverse **impacts related to medical services are considered less than significant.**

Proposed Mitigation Measures

A Draft Environmental Impact Report (DEIR) is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Impacts were found to be less than significant; no mitigation measures were needed.

Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

The project allows for the construction of medical offices and clinics and there are five hospitals and four medical clinics within ten miles of the project site, therefore, project specific potential direct impacts are considered to be less than significant.

Summary of Cumulative Environmental Effects After Mitigation Measures Are Implemented

When this project is taken in consideration with all other proposed projects in the area, additional health services will be needed in this area. Taking into consideration that the project allows for the development of medical offices or clinics on-site and the Master Developer is promoting healthy living education programs and providing space for health clinics, and that adequate medical facilities exist within ten miles of the project site, implementation of the Periodic Medical Needs Assessment, which is required every three years by Mitigation Measure 4.15.7A of the County General Plan EIR, should assure that adequate medical services are available to the cumulative project area. Cumulative impacts are considered less than significant.

Section 7.1 of the DEIR includes additional information regarding cumulative effects.

5.12.3 LIBRARIES

Impacts related to libraries were found to be potentially significant in the Notice of Preparation prepared for this project (Appendix A (CD #3)). The focus of the following discussion is related to the potential impacts of the proposed project and the mitigation measures that will be incorporated to reduce impacts to a level below significance.

In addition to other documents, the following documents and correspondence were used as project-specific and/or general information sources during preparation of this section and are available for public review at the locations noted:

- Riverside County Library System, *Internet Site*. (Available for review on May 9, 2006 at http://www.riverside.lib.ca.us/riverside/)
- San Bernardino County Library, *Internet Site*. (Available for review on May 9, 2006 at http://www.sbcounty.gov/library/home/)
- City of Riverside Public Library, *Internet Site*. (Available for review on May 9, 2005 at http://www.riversideca.gov/library/)
- County of Riverside, *Riverside County Project General Plan*, Adopted October 7, 2003. (Available at the County of Riverside Planning Department or at http://www.rctlma.org/genplan/content/gp.aspx)
- County of Riverside, *Riverside County Integrated Project General Plan Draft Environmental Impact Report*, August 14, 2002. (Available at the Riverside County Planning Department and at http://www.rctlma.org/genplan/default.aspx.)
- County of Riverside, *Riverside County General Plan, Lakeview/Nuevo Area Plan*, October 2003. (Available at County of Riverside and at http://www.rctlma.org/genplan/content/ap2/lnap.html.)
- County of Riverside, *Riverside County Integrated Project General Plan Final Program Environmental Impact Report (State Clearinghouse No. 2002051143)*, March 2003. (Available at the Riverside County Planning Department and at http://www.rctlma.org/genplan/default.aspx).)
- Personal Communication with Louise Gutierrez, from the Nuview Library, regarding *Nuview Branch Library Statistics*, on October 17, 2006.

Setting

THE VILLAGES OF LAKEVIEW is located within the jurisdiction of the Riverside County Public Library System. The County of Riverside operates a system of 35 libraries and two book mobiles to serve unincorporated populations. In addition to providing the opportunity to review and/or check-out materials for personal use, the County also operates a number of specific programs including adult and family literacy, and after-school and pre-school programs. The County's ability to support the needs of future growth is dependent upon its ability to secure sites for, construct, and stock new libraries on a timely basis. At present, there is no specific funding mechanism for expansion of existing, or construction of new, library facilities.

There is one library located within three miles of the project site, see **Figure 5.12-3, Existing Libraries**, the Nuview Branch Library, which is located southwest of the project, in the unincorporated community of Lakeview. This library will serve the residents of the proposed project. This library facility houses approximately 3,304 volumes.

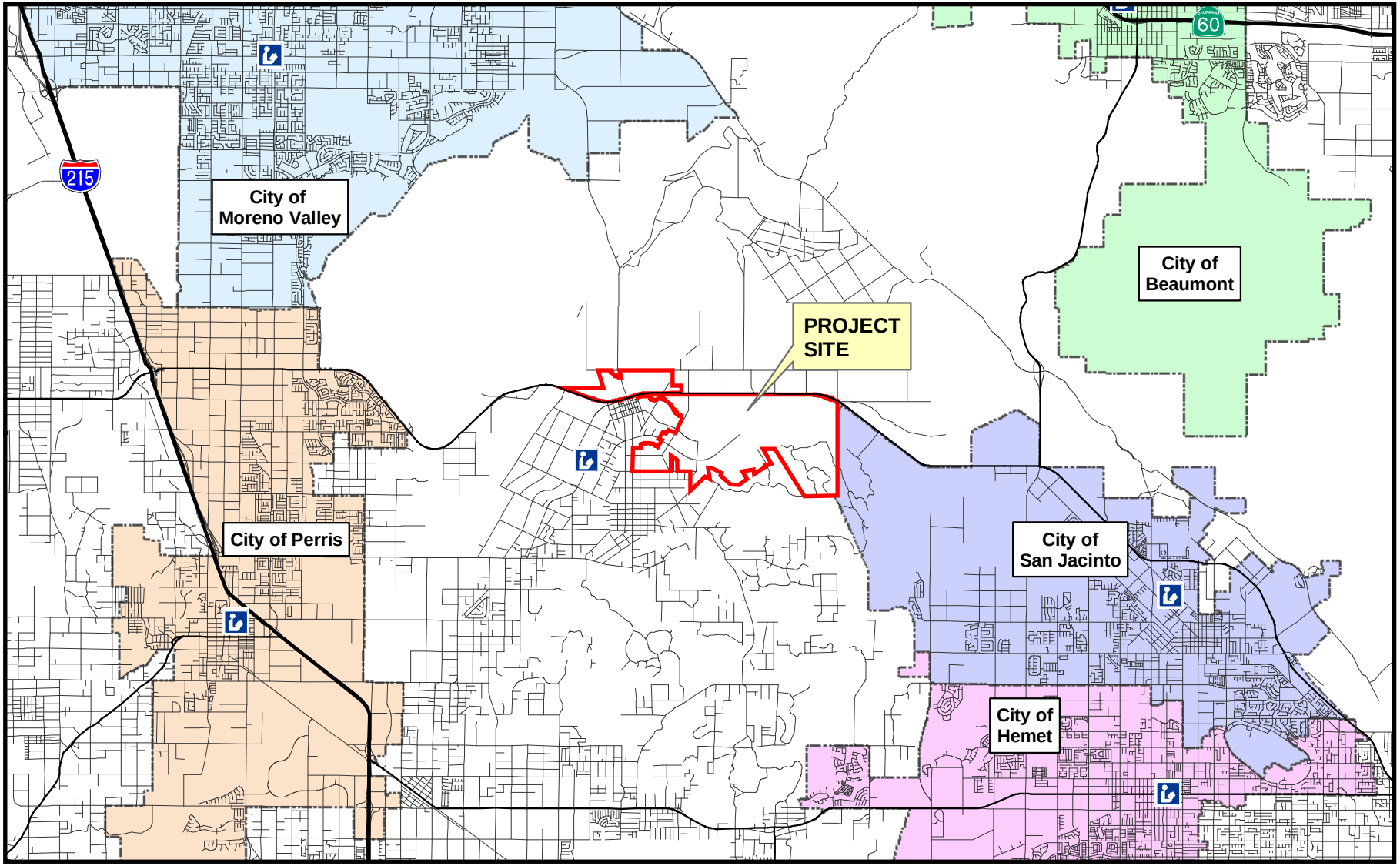
According to the Nuview Branch Library manager (personal communication on October 17, 2006), the branch facility is located at 29990 Lakeview Road, Nuevo, CA 92567-9180 is 2,160 square foot and has been serving the area since September 8, 1995.

There are three libraries located within the general area and greater than five miles from the project, which are operated by the Riverside County Public Library System. These facilities are located in the cities of Hemet, Perris, and San Jacinto (see **Figure 5.12-3, Existing Libraries**).

Table 5.12-A
Libraries in the Vicinity of the Proposed Project

Library	Address	Square Footage
Nuview Branch Library	29990 Lakeview Rd. Nuevo, CA 92567	2,200
Valle Vista Library	25757 Fairview Ave. Hemet, Ca 92544	5,000
The Cesar Chavez (Perris) Library	163 E. San Jacinto Perris, ca 92570	20,000
San Jacinto Branch Library (Located at Perris High School)	500 Idyllwild Dr. San Jacinto, CA 92583	10,000

In addition to the libraries listed above, Riverside County Library System offers a variety of informational services on the internet. These services are offered to California Library Card holders, and include: online reference books, newspapers, audio books, magazines, and journals. Library cardholders can access this information from any internet connection.



Sources: County of Riverside GIS 2003; 2007 Thomas Bros. Guide.

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LEGEND

Libraries

Figure 5.12-3

Existing Libraries

Thje Villages of Lakeview EIR No. 471

G:/2003/03-0267/Gis/Libraries.mxd

Thresholds of Significance

Riverside County has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. However, the Riverside County "Environmental Assessment Form: Initial Study" which is part of the Notice of Preparation for the subject project (see Appendix A (CD #3) of this document), indicates that impacts may be considered potentially significant if the project would:

C. Result in substantial adverse physical impacts associated with the provision of new or physically altered library service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other established performance objectives.

Related Regulations

The County of Riverside Board of Supervisors has adopted a mitigation fee program to offset the cost for library materials. Pursuant to Riverside County Ordinance No. 659.6, the fee established for residential uses in the Lakeview/Nuevo Area Plan is $298 per single-family dwelling unit and $250 per multi-family dwelling unit. The project proponent will be required to pay these mitigation fees in effect at the time of construction.

Project Design Considerations

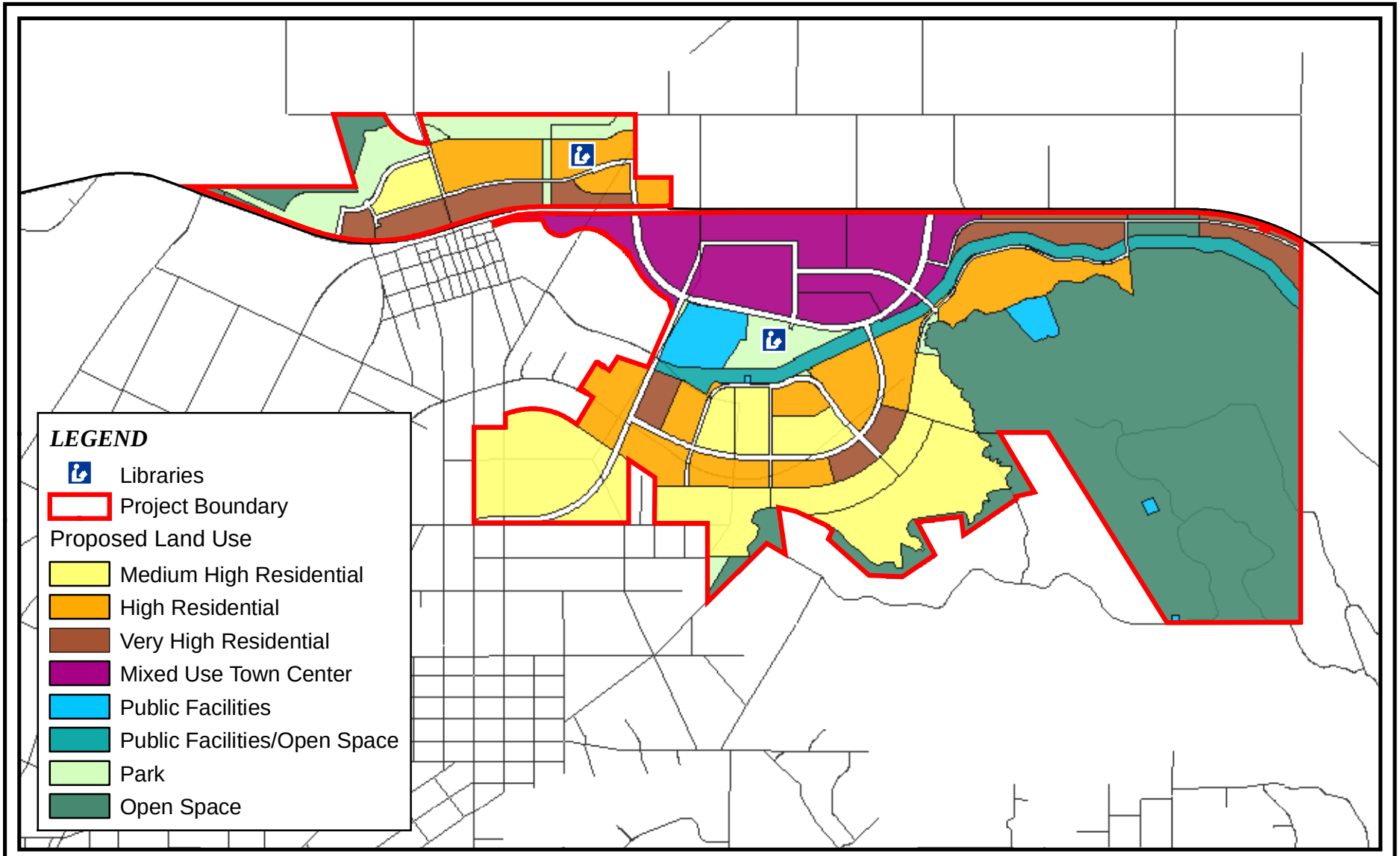
Design considerations refer to ways in which the proposed project will limit or mitigate for potential impacts to libraries through the design of the project.

As part of the Specific Plan, a joint use (school/public) library is proposed in the Resort Village planning area, north of Ramona Expressway. There is also a stand-alone or joint use library facility; approximately 20,000 square feet proposed in the Park Village planning area, south of Ramona Expressway, in the central section of the project (see **Figure 5.12-4, Proposed Libraries**). If constructed as a free-standing library, it will be located at the public community center in Central Park and will be owned and operated by the County.

Environmental Impacts Before Mitigation

Threshold C: *Result in substantial adverse physical impacts associated with the provision of new or physically altered library service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other established performance objectives.*

This proposed project will allow for a maximum of 11,350 dwelling units (du) to be constructed within seven villages. Within each village, there will be a mix of residential and non-residential uses. The number of residences allowed within each Village could range from 500-3,000 du, but no more than 11,350 du in total will be developed. See the Proposed Specific Plan Land Use Plan, **Exhibit 5a, Conceptual Land Use Diagram**.



Source: SP No. 342

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Figure 5.12-4

Proposed Libraries

The Villages of Lakeview EIR No. 471

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The project involves residential development, so the demand for library services will increase incrementally over time. As stated in the *Existing Setting Report* prepared for the Riverside County General Plan, the American Library Association suggests that an appropriate service criterion for library facilities and reserves should be at a rate of 0.5 square foot of library space and 2.5 volumes per capita. Applying this suggested service criteria to the project build-out estimates, along with the persons-per-dwelling unit standard used for western Riverside County, of 3.01, approximately 17,100 square feet of library space and an additional 85,400 volumes will be needed to support the project. Currently, the Nuview Branch Library, which services the project area, is approximately 2,200 square feet and contains 3,300 volumes. Therefore, the increase in residents associated with the proposed project build-out would significantly affect existing library facilities and services.

In order to reduce impacts associated with additional residents increasing the demand on the local library system, Riverside County Ordinance No. 659.6 sets forth a fee for residential projects of $298 per detached single-family dwelling unit and $250 per attached single-family dwelling unit. This fee pays for library materials only, and not the acquisition and construction of additional library facilities. The project proponent will be required to pay this development impact fee, which is based upon the proposed size of the project. At the current fee levels, the proposed project will generate over $12,200,000 for acquisition of materials, and will build a joint use (school/library) library in the first Phase of project development. A 20,000 square feet additional joint use library will be built in a later Phase of the project, most likely located in the Central Park area.

Payment of Ordinance No. 659.6 fees, and construction of the libraries proposed in the project will reduce impacts to library facilities and/or services to **less than significant** levels.

Proposed Mitigation Measures

A Draft Environmental Impact Report (DEIR) is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts related to libraries. Prior to issuance of building permits, SP 342 shall be conditioned to pay its fair share of library impact fees, as described in Ord. 659.6, this will offset the demand that the project will place upon the Riverside County Library System, and therefore, with compliance with this County Ordinance and implementation of the projects design considerations to provide two joint use libraries, impacts will be less than significant, and no mitigation is required.

Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

All potential direct impacts of the project with respect to libraries were determined to be less than significant with the payment of fees and design considerations incorporated, without mitigation; therefore impacts are considered to be **less than significant with regulatory compliance and project design considerations.**

Summary of Cumulative Environmental Effects After Mitigation Measures Are Implemented

Because the proposed project will provide library facilities that will be accessible to the existing local community and potential future cumulative development, cumulative impacts are considered less than significant.

5.12.4 SCHOOLS

Potential impacts related to schools were found to be potentially significant in the Notice of Preparation prepared for this project (Appendix A (CD #3)). The focus of the following discussion is related to the potential impacts of the proposed project and the mitigation measures that will be incorporated to reduce impacts.

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

- County of Riverside, County of Riverside General Plan EIR, March 2003. (Available at County of Riverside.)
- County of Riverside, *Riverside County General Plan*, *Lakeview/Nuevo Area Plan*, October 2003. (Available at County of Riverside and at http://www.rctlma.org/genplan/content/ap2/lnap.html).)
- Housing and Community Development, Legislative Division (website), Accessed 9/7/2006. (Available at http://www.hcd.ca.gov/leg/1998ChapteredBills.html#DEVELOPERANDSCHOOLIMPACTFEES)
- Perris Union High School District (Available at http://www.puhsd.org)
- Nuview Union High School District (Available at http://www.nuview.k12.ca.us/)
- Special District Financing & Administration, *School Facilities Needs Analysis*, Perris Union High School District, March 15, 2006. (Available at http://www.puhsd.org)
- Special District Financing & Administration, *School Facilities Needs Analysis*, Nuview Union School District, June, 2007. (Available at http://www.nuview.k12.ca.us/)
- Special District Financing & Administration, *Fee Justification Report for New Residential and Commercial/Industrial Development*, Perris Union High School District, March 3, 2006. (Available at http://www.puhsd.org)
- Phone conversation with Emmanuelle Reynolds of Perris Union High School District, 10/24/2006.
- Phone conversation with Russ Ramsey of Nuview Union School District, 10/25/2006, 10/31/2006, and 2/08/2008.

Setting

The project area is currently located within and served by the Nuview Union School District (NUSD) and Perris Union High School District (PUHSD), which serves grade K-8 aged students and grade 7-12 aged students, respectively (see **Figures 5.12-5 and 5.12-6**). There are three existing NUSD schools within the immediate vicinity of the project; the Nuview Elementary School serves grades K-5, the Mountain Shadow Middle School serves grades 6-8, and the Valley View Elementary School serves grades K-5. The nearest High School to the project, located approximately 9 miles to the southwest of the project's westernmost extent, is Perris High School. The population of this school is currently above capacity, as is the next nearest high school, Paloma Valley High School. **Table 5.12-B, Current Enrollments and Capacity of Schools Serving the Proposed Project** summarizes school populations and capacities.

The Moreno Valley Unified School District (MVUSD) and Val Verde Unified School Districts (VVUSD), which serve grades K–12, are located within five miles of the project site; however, the project area falls entirely within the Nuview Union and Perris Union School Districts boundaries.

The PUHSDs Heritage High School is being constructed at 26000 Briggs Road, in the unincorporated community of Romoland, in order to serve as the new home for the district's overcrowded schools. Once completed, it is anticipated that Heritage High will be at capacity due to the over populated conditions that exist at both Perris and Paloma Valley High Schools. Therefore, it is not expected that future high school students from THE VILLAGES OF LAKEVIEW will be attending Heritage.

Table 5.12-B lists the existing schools which would serve the growing Nuevo/Lakeview area of Riverside County, as well as the proposed project's future residents.

Table 5.12-B
Current Enrollments and Capacity of Schools Serving the Proposed Project

School	Address	Current Enrollment	Capacity
Mountain Shadow Middle School	30401 Reservoir Ave. Nuevo, CA 92567	570	800
Nuview Elementary School	29680 Lakeview Ave. Nuevo, CA 92567	531	678
Valley View Elementary School	21220 Maurice St Nuevo, CA 92567	550	550
Paloma Valley High School	31375 Bradley Rd Menifee, CA 92584	3,400	2,000
Perris High School	175 East Nuevo Rd. Perris, CA 92571	3,200	2,000

Information provided in this table was extracted from the Nuview Union and Perris Union High School Districts websites; as well as phone conversations with District employee on 10/24/2007, 10/25/2007, and 2/08/2008.

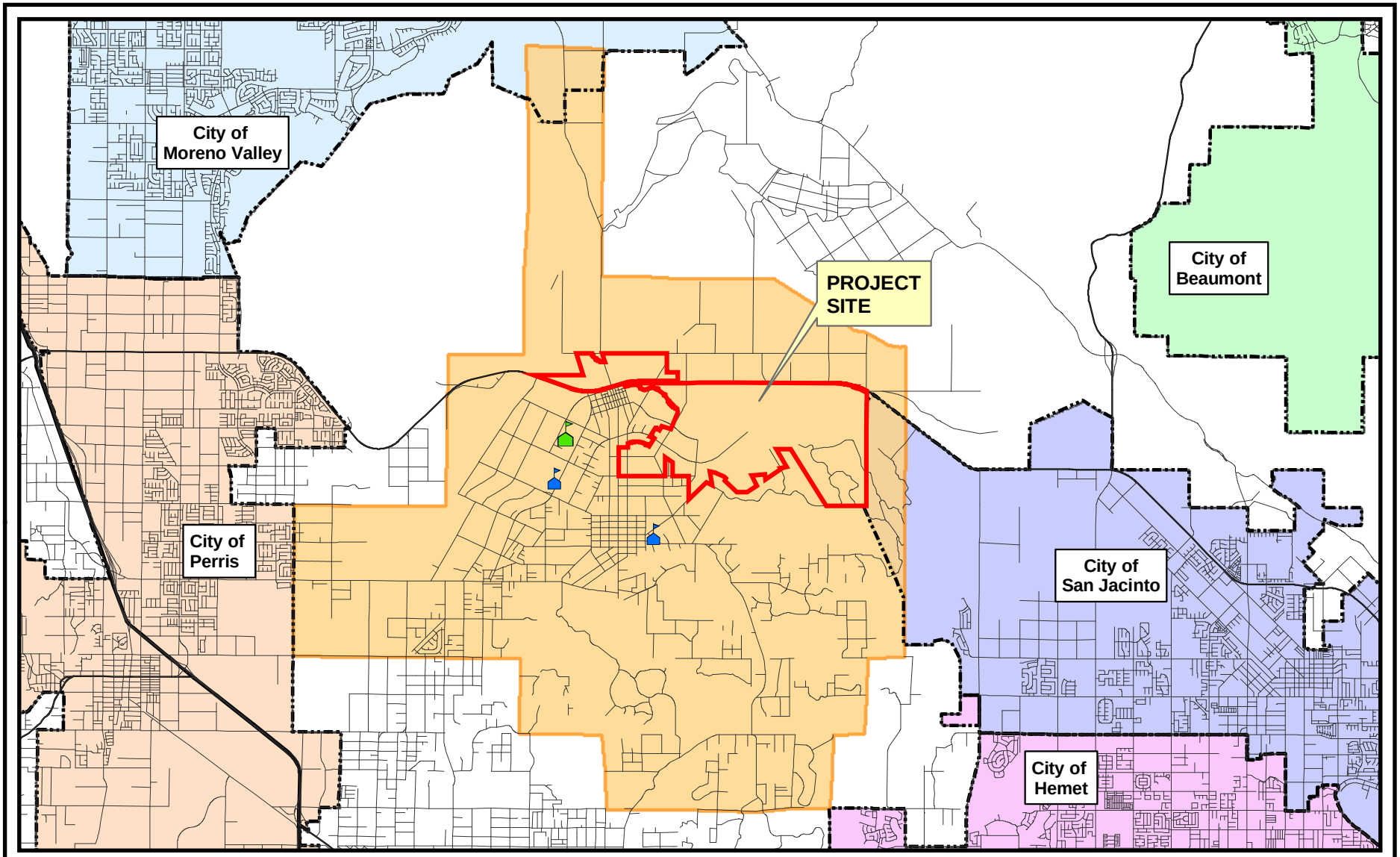


Figure 5.12-5

Nuview Union School District

The Villages of Lakeview EIR No. 471

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Thresholds of Significance

Riverside County has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. However, the Riverside County "Environmental Assessment Form: Initial Study" which is part of the Notice of Preparation for the subject project (see Appendix A (CD #3) of this document) indicates that impacts may be considered potentially significant if the project would:

D. Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other established performance objectives.

Related Regulations

California SB 50, the Leroy F. Greene School Facilities Act of 1998: *Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998,* provided for the issuance of state general obligation bonds, in an amount not to exceed $9.2 billion. Proposition 1A (SB 50) was approved by California voters on November 3, 1998. The passage of Proposition 1A authorizes $9.2 billion in State bonds for K–12 and higher education school facilities construction and modernization. Of this amount, $2.9 billion is allocated for new construction for grades K–12. The approval of Proposition 1A activated the provisions of Government Code Sections 65995.5, 65995.6, and 65995.7. The new program, known as the School Facilities Program (SFP), established a state program to provide state per pupil funding for new construction and modernization of existing school facilities. The SFP requires the state to provide an estimated 50 percent of the funds required for new school projects regular grant matched by 50 percent funding from local funds.

Proposition 55, the *Kindergarten-University Public Education Facilities Bond Act of 2004,* and Proposition 47 of 2002, the *Kindergarten-University Public Education Facilities Bond Act*, authorized $12.3 billion and $13.05 billion, respectively, for the upgrade and construction of California school facilities. With the passage of these propositions, approximately $25 billion was made available for school facilities construction. As such, until these funds are exhausted, only Level I and Level II fees can be imposed on new development.

California Education Code Section17620 provides that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. Pursuant to this state law, the project proponent will be required to pay school impact fees to NUSD and PUSD, which are designed to off-set impacts associated with new development and its impact on area schools. School districts authority to impose development fees on new construction is derived from Educational Code section 17620, and is subject to the limits defined in Government Code Section 65995.

Project Design Considerations

Design considerations refer to ways in which the proposed project will limit or mitigate for potential impacts to schools through the design of the project.

Based upon projected student generation rates and the cost of construction, the project proposes the development of The Villages of Lakeview project contemplates three K–8 schools located in Planning Areas 14, 31, and 46) (see Figure 5.12-7, Proposed Schools). Should the NVSD determine that a fourth school is needed, the Specific Plan provides for the possibility of a fourth school located in Planning Area 73, but the analysis of impacts of constructing a fourth school would be the responsibility of the NVSD. The exact location of each school has yet to be determined. Final approval of school sites will be made by NVSD and/or the California Department of Education.

Environmental Impacts Before Mitigation

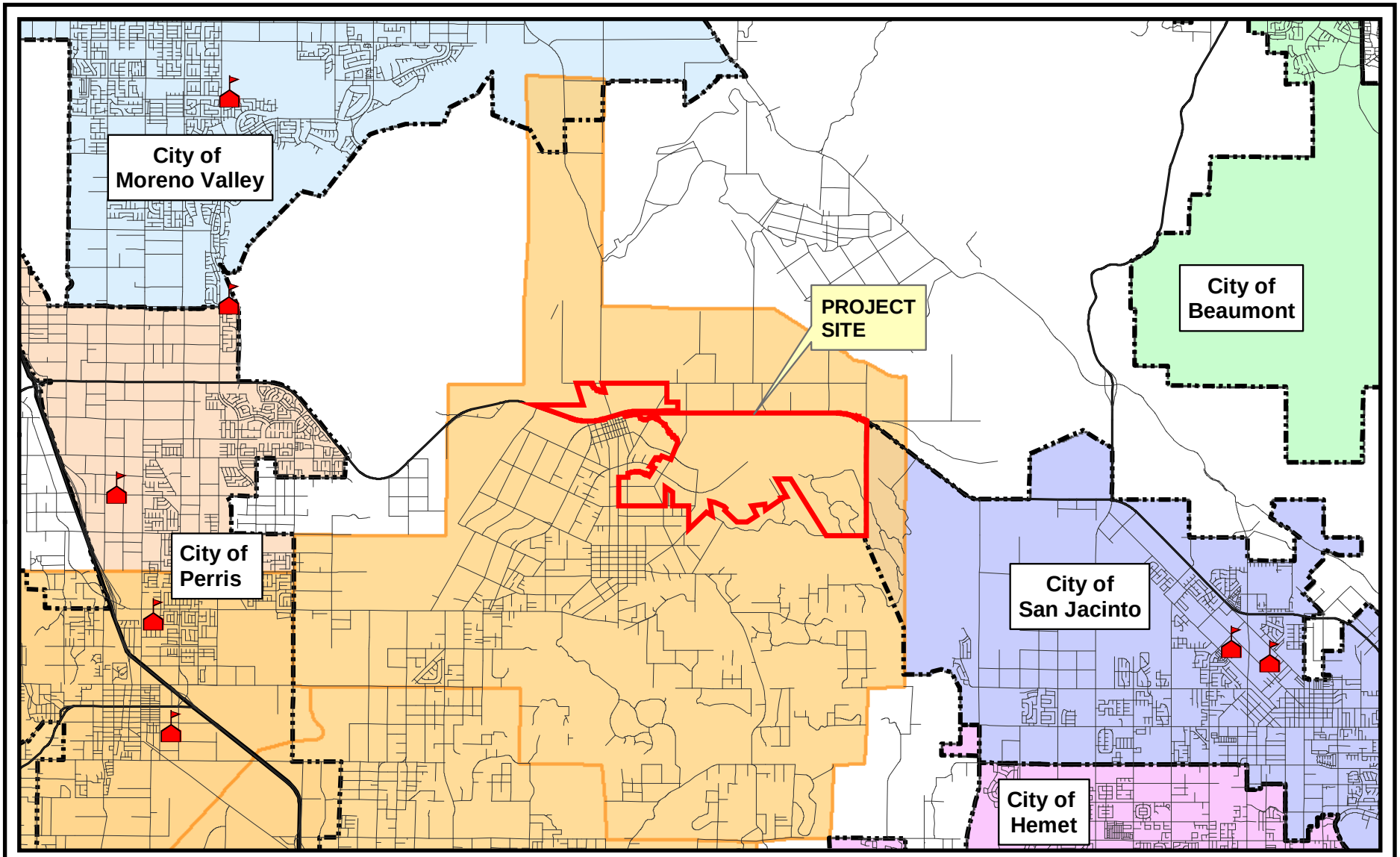
Threshold D: *Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other established performance objectives.*

The project will be adding residents, including children who will require school services from NUSD and PUHSD. Children of future residents will most likely attend one of the existing facilities such as Nuview Elementary, Mountain Shadows Middle, or one of the three project-proposed K-8 schools[1]. Perris High is currently over capacity by approximately 1,200 students. The PUHSD is in the process of constructing a new high school facility, Heritage High School, to offset the overcrowded conditions of not only Perris High, but Paloma Valley High as well. For this reason, when Heritage High opens its doors, it will be at or near capacity, without considering THE VILLAGES OF LAKEVIEW students. Therefore, it is likely that the project will result in the need for new additional high school facilities beyond those existing or planned by PUHSD.

There are three 1,200-student K-8 school sites proposed within the bounds of the project, as part of the project. The proposed schools are situated in Planning Area 13, 31, and 49. Additionally, a potential school site is located in Planning Area 73 (see **Figure 5.12-7, Proposed Schools**).

As shown in **Tables 5.12-C and 5.12-D,** below, a total of 8,690 new students could be generated by the proposed 11,350 residential units. Using the appropriate generation factor, it is estimated that the project could generate approximately 7,063 students in grades K–8 and 1,627 students in grades 9–12. The addition of children as a result of this project would facilitate the need for approximately five K–8 schools (at approximately 1400 students per school) and one high school.

[1] The project proposes to construct three K-8 schools with in Planning Areas 13, 31, and 46; however, in the event that more students than currently anticipated are generated from project development, there is an additional potential school site located in Planning Area 73. Exact locations will be determined by the school district and the state.



Sources: County of Riverside GIS, 2003; 2007 Thomas Bros. Guide.

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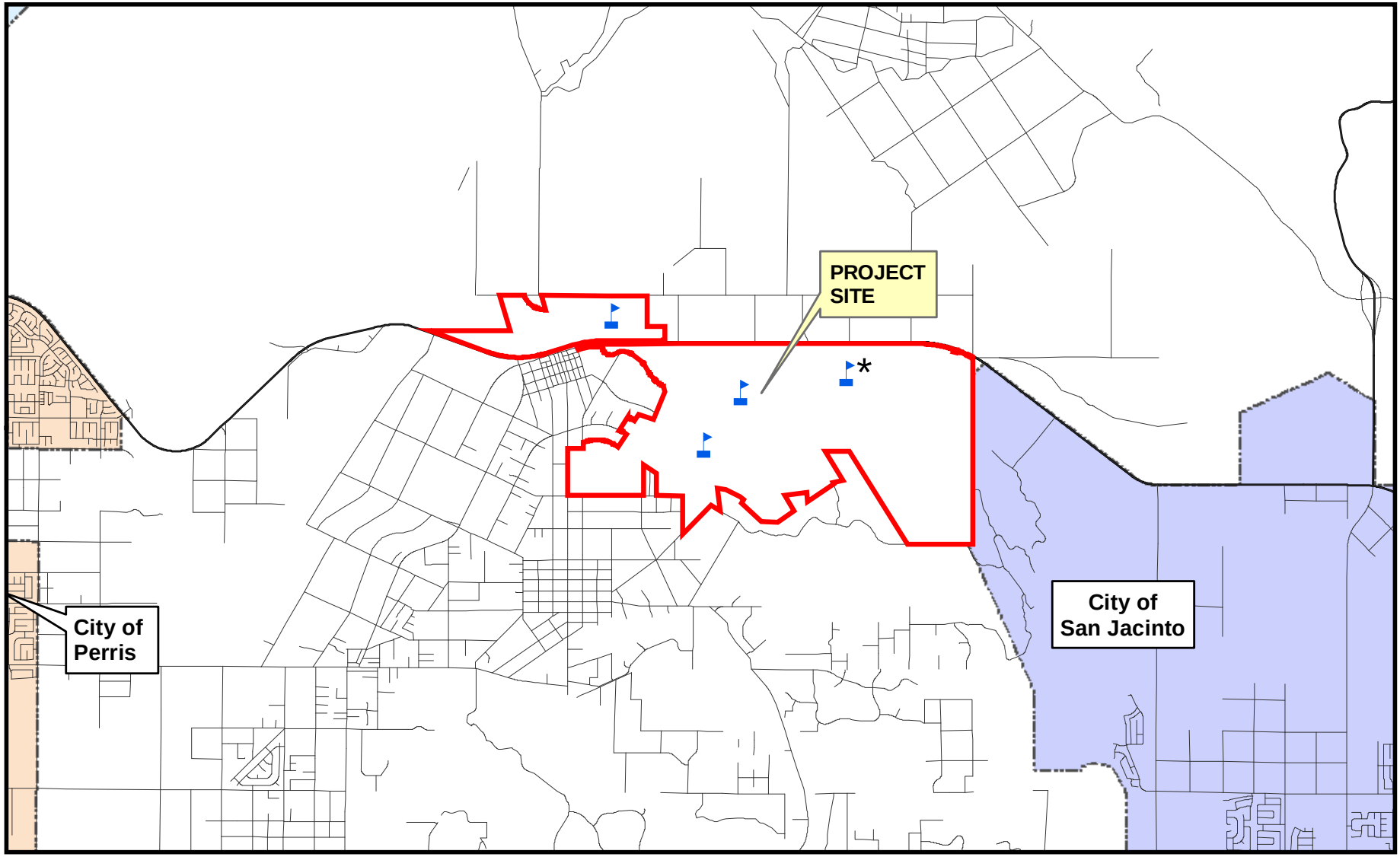
- High Schools
- Perris Union High School District

Figure 5.12-6

Perris Union High School District

The Villages of Lakeview EIR No. 471

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Sources: County of Riverside GIS, 2003; SP No. 342.

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Proposed K-8 Schools

* To be built if student generation in the future warrants

Figure 5.12-7

Proposed K-8 Schools

The Villages of Lakeview EIR No. 471

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Table 5.12-C
Student Generation Rates by Housing Type
Nuview Union School District Schools

Housing Type	Number of Units	Elementary	Middle	Total	Total Number of Students
Single-Family Detached	2,520	0.3845	0.1852	0.5697	1,436
Single-Family Attached	3,110	0.1375	0.0625	0.2000	622
Multi-Family Attached	5,720	0.6250	0.2500	0.8750	5,005
Total	11,350			1.6447	**7,063**

School Facilities Needs Analysis, NUSD, May 3, 2007.

Table 5.12-D
Student Generation Rates by Housing Type
Perris Union High School District Schools

Housing Type	Number of Units	High School	Total Students
Single-Family Detached	2,520	0.1733	437
Single-Family Attached	3,110	0.1476	459
Multi-Family Attached	5,720	0.1278	731
Total	11,350	0.4487	**1,627**

School Facilities Needs Analysis, PUHSD, March 15, 2006.

Pursuant to state law (SB 50 and Proposition 1A), the project proponent will be required to pay school impact fees to NUSD and PUHSD, which are designed to off-set impacts associated with new development and its impact on area schools. According to the NUSD and PUHSD School Facilities Needs Assessments (SFNA), the developer fees for residential development are $2.63 per square foot and $0.42 per square foot for commercial and industrial construction. NUSD has indicated in their SFNA two fee schedules, Level I and Level II fees, which are $3.24 and $6.48, respectively. PUHSD has indicated in their SFNA four fee schedules, Level II fees at $2.39 per square foot for grades 7 through 12, $1.31 per square foot for grades 9 through 12. And Level III fees at $4.78 per square foot for grades 7 through 12, and $2.62 for grades 9 through 12.

Although the payment of mitigation fees by this project is considered its fair share and adequate contribution toward mitigation for this potentially significant project specific and cumulative impact, every added high school student will be adding to an overcrowded situation. Options PUHSD can implement to address overcrowding are portable classrooms, year round schedules, single-track YRE (Year Round Education) model, and Multi-track YRE model.

Per SB 50, the payment of the statutory school fees constitute full mitigation of potential impacts upon the affected school district. With the planning for K-8 schools incorporated into the design of the project, payment of required school impact fees to NUSD and PUHSD, significant adverse environmental impacts **will be less than significant.**

Proposed Mitigation Measures

No mitigation necessary as payment of SB50 fees are considered adequate mitigation under the law.

Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

All potential direct impacts of the project and cumulative impacts are considered to be **less than significant** with the provision of school sites within the project and payment of statutory impact fees.

Summary of Cumulative Environmental Effects After Mitigation Measures Are Implemented

The proposed project, in conjunction with other projects anticipated within the area will generate students in excess of what the local schools will accommodate. The payment of school impact fees is considered adequate fair share contribution to cumulative impacts associated with development which leads to a determination of less than significant.

5.12.5 SHERIFF

Potential impacts related to sheriff services were found to be potentially significant in the Notice of Preparation prepared for this project (Appendix A (CD #3)). The focus of the following discussion is related to the potential impacts of the proposed project and the mitigation measures that will be incorporated to reduce impacts.

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

- County of Riverside, *Riverside County General Plan, Lakeview/Nuevo Area Plan*, October 2003. (Available at County of Riverside and at http://www.rctlma.org/genplan/content/ap2/lnap.html).)
- County of Riverside, *Riverside County General Plan*, October 2003. (Available at the County of Riverside Planning Department, or at http://www.rctlma.org/genplan/content/gp.aspx)
- LSA Associates, Inc., *Riverside County Integrated Project Existing Setting Report,* Riverside County, March 2000. (Available at the County of Riverside Planning Department or at http://www.rcip.org)
- Riverside County Sheriff Department website http://www.riversidesheriff.org/department/stations/hemet.htm
- The Thomas Guide, *San Bernardino & Riverside Counties Street Guide, Rand McNally*, 2006.
- Email correspondence with Eric Clayton, Criminal Information Technician, Information Services Bureau, Riverside County Sheriff Department, October 23, 2006.
- Phone conversation with Deputy Barba of Riverside County Sheriff Department's Hemet station, 5/16/2007.
- Phone conversation with Lieutenant Glenn Worby of Riverside County Sheriff Department's Hemet station, 5/15/2007.
- U.S. Census Bureau, 2000.

Setting

~~The Riverside County Sheriff Department currently serves t~~The project site falls within the service area boundary of the Riverside County Sheriff Department Perris Sheriff Station and the Hemet Sheriff Station. The Perris Sheriff Station and the Hemet Sheriff Station would share service to the proposed project. The Perris Station is located at 137 N. Perris Blvd., Suite A, Perris, CA 92570. The Hemet Station is located at 43950 Acacia Avenue, Suite B, Hemet, CA ~~92543~~ 92544, located approximately 12 miles southeast of the project site (refer to **Figure 5.12-8, Existing Riverside County Sheriff Stations**). The Perris Station provides service to the cities of Canyon Lake and Menifee, as well as the unincorporated communities of Glen Valley, Mead Valley, Romoland, and Woodcrest. The Perris Station is commanded by one (1) Captain and currently employs 162 positions, including deputies, corporals, investigators, and sergeants. Total sworn staff committed to the unincorporated county area is about 35 employees, 24 of

which are patrol officers.[2] The Hemet Station provides service to the areas around the cities of Hemet and San Jacinto and to the unincorporated communities of Aguanga, Anza, Cahuilla, East Hemet, Garner Valley, Gilman Hot Springs, Green Acres, Homeland, Idyllwild, Juniper Flats, Lake Riverside, Lakeview, Mountain Center, Nuevo, Pine Cove, Pine Meadow, Piñon Pines, Sage, Soboba Hot Springs, Valle Vista, and Winchester.

Existing DEIR text does not match modified text in response to Comment 8A:
The Riverside County Sheriff Department currently serves the project site from the Hemet Sheriff Station located at 43950 Acacia Avenue, Suite B, Hemet, CA 92543, located approximately 12 miles southeast of the project site (refer to **Figure 5.12-8, Existing Riverside County Sheriff Stations**). The Hemet Station provides service to the areas around the cities of Hemet and San Jacinto and to the unincorporated communities of Aguanga, Anza, Cahuilla, East Hemet, Garner Valley, Gilman Hot Springs, Green Acres, Homeland, Idyllwild, Juniper Flats, Lake Riverside, Lakeview, Mountain Center, Nuevo, Pine Cove, Pine Meadow, Piñon Pines, Sage, Soboba Hot Springs, Valle Vista, and Winchester. The service area for the Hemet station is approximately 800 square miles. The Hemet Station is commanded by 1 Captain and currently employs 1 lieutenant, 8 sergeants, 8 investigators, 5 corporals, 51 deputies, and 6 community service officers.[3] The 800-square mile service area is comprised of three Policing Zones. The project area is located within Zone 2, which covers the unincorporated communities of Winchester, Green Acres, Homeland, Nuevo, and Lakeview. Each of the three Policing Zones has two patrol cars per shift, and there are a total of four shifts per day.[4]

Response time is the period of time between when a call is received by a patrol officer and the time of their arrival at the scene. The response time varies depending upon the nature of the call. An incident that is in progress (Priority 1) would receive a higher priority than one that is reported after the fact (Priority 3). According to the County Sheriff Department, during the six-month period from April 2006 to September 2006, the Hemet Sheriff Station's average response time to non life-threatening calls (Priority 3) was 19.9 minutes, response time to Priority 2 calls was 18.4 minutes, and the average response time to emergency calls (Priority 1) was 11.1 minutes.[5] According to the Perris Sherriff Station, within the project area, the station averaged 7.2 minutes response time to emergency calls and 13.4 minutes for non-emergency calls. Based on the averages, it is anticipated by the Perris Station, that the project would experience similar response times.

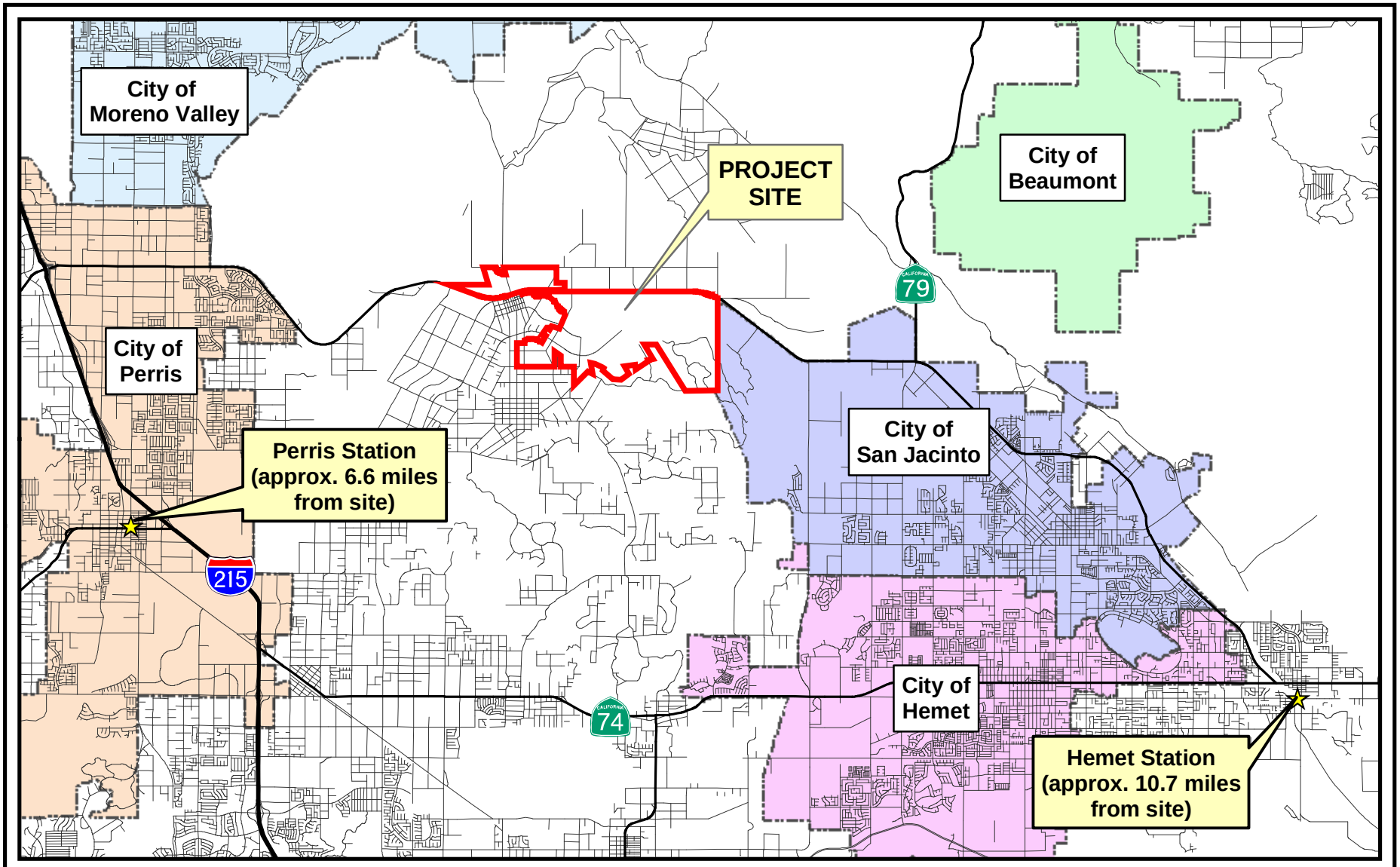
Riverside County has an established sheriff service ratio of one (1) sworn officer per 1,000 residents, as stated in the General Plan Final Program Environmental Impact Report, Volume 1, 2003. Riverside County Sheriff Department has established a staffing requirement in unincorporated areas of the County of 1.~~0~~2 sworn officers per 1,000 people~~, as recommended by the International City Managers' Association~~. The Hemet and Perris Station staffing ratios are currently being met in the Lakeview/Nuevo community.

[2] Captain James McElvain, Ph.D., Perris Sheriff Station
[3] Personal correspondence with Deputy Barba at the Hemet station via email, November 2, 2006 and http://www.riversidesheriff.org.
[4] Lieutenant Glenn Sworby from the Hemet Sheriff station.
[5] Eric Clayton at the County Sheriff Department

Thresholds of Significance

The County of Riverside has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. However, the County's "Environmental Checklist" for the subject project (see Appendix A (CD #3) of this document) indicates that impacts to Sheriff Services may be considered potentially significant if the project would:

E. Result in substantial adverse physical impacts associated with the provision of new or physically altered sheriff service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. The County Sheriff Department has established a service ratio of 1.2 ~~one (1)~~ sworn officers per 1,000 residents.



Sources: County of Riverside GIS 2003; 2007 Thomas Bros. Guide.

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☆ Sheriff Stations

Figure 5.12-8

Existing Sheriff Stations

The Villages of Lakeview EIR No. 471

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Related Regulations

Riverside County Ordinance No. 659.6 establishes a developer impact fee to mitigate the cost of public facilities needed to serve new development. A portion of the fees set forth in Ordinance No. 659.6 are designated for sheriff facilities. The sheriff facilities fee component established in the project area is $1,207 per detached single-family residential unit, $1,011 per attached single-family residential unit, and $5,163 per acre of commercial use. The project proponent will be required to pay these mitigation fees or such Ordinance No. 659 fees in effect at the time of construction. Payment of these mitigation fees by this project is considered its fair share and adequate contribution toward mitigation for impacts upon sheriff services.

The following General Plan policy was adopted with the County's General Plan in 2003 to aid in the reduction of significant impacts.

> **Land Use Policy 5.1** Ensure that development does not exceed the ability to adequately provide supporting infrastructure and sheriff services.

The relationship of the project to the above general plan policies is presented in Appendix N (CD #4) of this DEIR.

Project Design Considerations

Design considerations refer to ways in which the proposed project will limit or mitigate for potential impacts to sheriff's services through the design of the project.

Pursuant to County of Riverside policies and standard conditions of approval, the proposed project will be designed with County approved street lighting, community oriented design intended to increase neighborhood interaction, and some proposed gated communities, all of which help reduce crime and the need for sheriff service.

Environmental Impacts Before Mitigation

***Threshold E**: Result in substantial adverse physical impacts associated with the provision of new or physically altered sheriff service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. The County Sheriff Department has established a service ratio of 1.2 ~~one (1)~~ sworn officers per 1,000 residents.*

The current population of the project area is small—less than 100 people according to the 2000 U.S. Census data (U.S. Census). Census data for the project area is available at the smallest incremental level, the Census Block (Block). The project area includes all, or portions of, Blocks 2003, 2007-12, 2043, 2046-51, and 2061. The total population for these Blocks was approximately 232 persons per the 2000 Census. In order to get a more accurate current population for the project area, an aerial photograph was overlain with the Block maps. This

revealed a total current project area population of approximately 85 persons. There are approximately 9,000 people within the Lakeview/Nuevo communities.

The proposed project includes approximately 11,350 dwelling units (DU), and a population of approximately 34,000 people if applying the County of Riverside General Plan persons per household estimate of 3.01.

The ~~Hemet Sheriff Station~~ Sherriff Department has a desired staffing ratio of 1.2 officers per 1,000 residents. Based on ~~the station's desired~~ this desired staffing ratio, the project would generate ~~facilitate~~ the need for an additional 41 officers when the project is fully developed. If the County of Riverside's staffing ratio of 1.0 officer per 1,000 people is incorporated, the project would create the need for an additional 34 officers.

Sheriff services will be provided by the Riverside County Sheriff Department. Since sheriff services are based upon per capita service levels, the proposed project will require an incremental increase in sheriff services to maintain current service levels. The County development review process and building permit plan check process include review by the County Sheriff Department to ensure incorporation of defensible space concepts in site design and construction. Additionally, development fees required by Riverside County Ordinance No. 659.6 may be used at the County's discretion to provide additional facilities for the Sheriff Department. A portion of these fees can be used to fund the acquisition of land, buildings, staffing, and equipment necessary to mitigate law enforcement impacts. Therefore, potential impacts related to the need for new of physically altered sheriff facilities are considered to be **less than significant** after payment of development impact fees at the time of project construction.

Proposed Mitigation Measures

An Environmental Impact Report (EIR) is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts related to sheriff services. Payment of County mandated development impact fees will address potential significant adverse environmental impacts related to sheriff services therefore, no mitigation measures are required.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

Pursuant to Riverside County Ordinance No. 659.6, the project proponent will be required to pay its fair share of development impact fees for public facilities. A portion of these fees can be used for the acquisition of land, buildings, and equipment necessary to mitigate impacts to sheriff services. All potential direct impacts from the project upon sheriff services are considered to be **less than significant** after payment of development impact fees at the time of project construction.

Summary of Cumulative Environmental Effects After Mitigation Measures Are Implemented

Likewise, all surrounding cumulative proposed projects will be required to pay their fair share of development impact fees for public facilities. A portion of these fees can be used for the acquisition of land, buildings, and equipment necessary to mitigate impacts to sheriff services. All potential cumulative impacts from the project upon sheriff services are considered to be **less than significant** after payment of development impact fees at the time of project construction.

NOTE: Items referenced on CDs #1 - #4, herein, are available on CDs but the CDs are no longer numbered in this fashion for purposes of the FEIR.

5.13 RECREATION

Potential impacts related to recreation were found to be potentially significant in the Notice of Preparation prepared for this project (Appendix A (CD #3)). The focus of the following discussion is related to the potential impacts of the proposed project or recreational facilities and the mitigation measures that will be identified to reduce impacts to a level below significance.

In addition to other documents, the following references were used in preparation of this section of the DEIR:

- California State Parks, *Lake Perris State Recreation Area,* April 2007. (Available at http://www.parks.ca.gov/?page_id=651)
- County of Riverside, *Ordinance 460, Regulating the Division of Land of the County of Riverside,* April 2007. (Available at http://www.clerkoftheboard.co.riverside.ca.us/ords.htm)
- County of Riverside, Clerk of the Board of Supervisors, Ordinances, April 2007. (Available at http://www.clerkoftheboard.co.riverside.ca.us/ords.htm)
- National Park Service, *Juan Bautista de Anza National Historic Trail Guide*, October 2006. (Available at http://www.solideas.com/DeAnza/TrailGuide/)
- County of Riverside, *County of Riverside General Plan, Lakeview/Nuevo Area Plan*, October 2003. (Available at http://www.rctlma.org/genplan/content/ap2/lnap.html)
- County of Riverside Economic Development Agency, Community Services Division, April 2007. (Available at http://www.rivcoeda.org/Default.aspx?tabid=54)
- County of Riverside Planning Department, *Lakeview Nuevo Design Guidelines*, April 2007. (Available at http://www.rctlma.org/planning/content/devproc/guidelines/design_guide.html)
- County of Riverside, *Riverside County Integrated Project General Plan Final Program Environmental Impact Report (State Clearinghouse No. 20022051143),* March 2003. (Available at http://www.rctlma.org/genplan/default.aspx)
- County of Riverside, *County Connection, District 5, Spring 07, Mystic Park, a "Real Home Run,"* accessed July 1, 2008. (Available at http://www.rivcoconnection.com/District5/tabid/60/articleType/CategoryView/categoryId/11/Spring-07-District-5.aspx)
- U.S. Census Bureau, *2000 Census*, April 2007. (Available at http://factfinder.census.gov/ home/saff/main.html?_lang=en)
- Valley-Wide Recreation & Park District, Park Planning and Specifications, May 2007. (Available at http://www.valleywiderecreation.org/pp.htm)

Setting

The communities of Lakeview and Nuevo surrounding the project site have traditionally been a rural residential/agricultural area. Thus the need for parks and recreation facilities has been limited in the past. Some regional recreational facilities and one local park currently serve the project area.

In Riverside County, neighborhood and community parks are provided by cities, recreation and park districts, county service areas (CSA), and property owners associations. Regional recreational facilities are provided by the Riverside County Regional Park and Open-Space District within Riverside County, including the Lakeview/Nuevo area. THE VILLAGES OF LAKEVIEW Specific Plan is within the proximity of several parks within neighboring jurisdictions such as the cities of Perris, San Jacinto, and Hemet. These parks may provide recreational uses for some residents of the project area.

Although the project site is located within the Valley-Wide Recreation and Park District Sphere of Influence, public neighborhood and community parks that will serve the project site are provided by the Riverside County Economic Development Agency, Community Services Division ("EDA"). The EDA assumed control of County Service Area's (CSAs) in July of 2002. CSAs are an alternative method of providing governmental services by the County within unincorporated areas to provide extended services such as sheriff protection, fire protection, local park maintenance services, water and sewer services, ambulance services, streetlight energy services, landscape services, and street sweeping. EDA is designated as the agency to collect fees and develop/maintain community and neighborhood parks and recreation facilities within Lakeview/Nuevo. The project site is located within County Service Area (CSA) 146. Pursuant to Section 10.35 of Riverside County Ordinance No. 460.148, which implements the Quimby Act in Riverside County, the project proponent will either provide local park facilities or pay fees to EDA in lieu thereof.

The Riverside County General Plan, Lakeview/Nuevo Area Plan, and the Riverside County Planning Department, Lakeview Nuevo Design Guidelines depict a Community Trail along the California Aqueduct. Other community trails are identified in the Lakeview/Nuevo Area Plan and are located adjacent to the project site. A Class I Bike Path/Regional Trail, the San Jacinto River Trail, is located along the San Jacinto River and the Juan Bautista de Anza National Trail (Historic Trail) is located along the northern boundary of the San Jacinto River. The project proposes an amendment to the County General Plan with respect to trails. Please see the Design Consideration section below.

Population

The population planning generation factor used by the General Plan Environmental Impact Report is 3.01 persons per household regardless of housing type. Riverside County uses this generation factor to determine average household size within Western Riverside County (See Appendix E: Socioeconomic Build-Out Projections Assumptions & Methodology, of the Riverside County General Plan (CD #3)). With an estimated 11,350 dwelling units, the population estimate would be 34,164. This population estimate is used throughout THE VILLAGES OF LAKEVIEW DEIR; however, generation factors associated with the Quimby Act are based

upon numbers established by the 2000 U.S. Census for unincorporated Riverside County. The population estimate as it relates to Parks and Recreation will therefore be different than the other sections of THE VILLAGES OF LAKEVIEW DEIR as it depends on the dwelling unit types. This population estimate is standard County practice (as set forth in Section 10.35 of Riverside County Ordinance No. 460.148) and is consistent with determining Quimby Act compliance throughout the County of Riverside. **Table 5.13-A, Estimated Population for Park Determination Purposes Based on Ordinance 460**, shows the assumption and population estimates based on the current ordinance.

Recently, the County has been in the process of updating the ordinance. Proposed population generation rates would result in a higher population. THE VILLAGES OF LAKEVIEW project will be subject to these updated rates throughout the life of the project; and therefore the population calculation shown in **Table 5.13-B, Estimated Population for Park Determination Purposes,** will be used in this analysis.

Table 5.13-A, Estimated Population Based on Ordinance 460

Dwelling Type	**Dwelling Numbers[1]**	**Population Generation Factor[2]**	**Total Population**
Single Family Dwelling Unit (Detached Garage)	0	2.98	0
Single Family Dwelling Unit (Attached Garage)	2,520	2.59	6,527
Two dwelling units per structure	3,310	2.64	8,738
Three or four dwelling units per structure	3,860	2.48	9,573
Five or more dwelling units per structure	1,660	2.34	3,884
Dwelling units located within residential projects legally restricted to occupancy by senior citizens pursuant to Civil Code Section 51.3	0	1.94	0
Total	**11,350**		**28,722**

Notes: [1] Actual dwelling units per structure is unknown. Medium to Medium/High density housing is considered Single Family housing, High density housing is considered to be 2 dwelling unit per buildings, Very High is considered to be 3-4 dwelling units per building, Highest is considered to be 5 plus dwelling units per building.

2 Per Paragraph H, Section 10.35 of Ordinance No. 460.148

Table 5.13-B, Estimated Population for Park Determination Purposes

Dwelling Type	Dwelling Numbers[1]	Population Generation Factor[2]	Total Population
Single-Family Dwelling Unit (Detached Garage)	0	3.21	0
Single-Family Dwelling Unit (Attached Garage)	1,880	2.97	5,584
Two dwelling units per structure	3,310	2.70	8,937
Three or four dwelling units per structure	4,420	2.54	11,227
Five or more dwelling units per structure	1,100	2.24	2,464
Dwelling units located within residential projects legally restricted to occupancy by senior citizens pursuant to Civil Code Section 51.3	640	1.94	1,242
Total	**11,350**		**29,454**

1 Actual dwelling-units-per-structure is unknown. Medium to Medium/High density housing is considered Single-family housing, High density housing is considered to be 2 dwelling units per building, Very High is considered to be 3–4 dwelling units per building, Highest is considered to be 5 plus dwelling units per building.
2 Per updated EDA requirements.

Existing Parks/Recreation Facilities

Neighborhood Parks

Neighborhood parks include land intended to serve the recreation needs of people living or working within a 1-mile area. Neighborhood parks serve as a neighborhood's recreational and social focus.

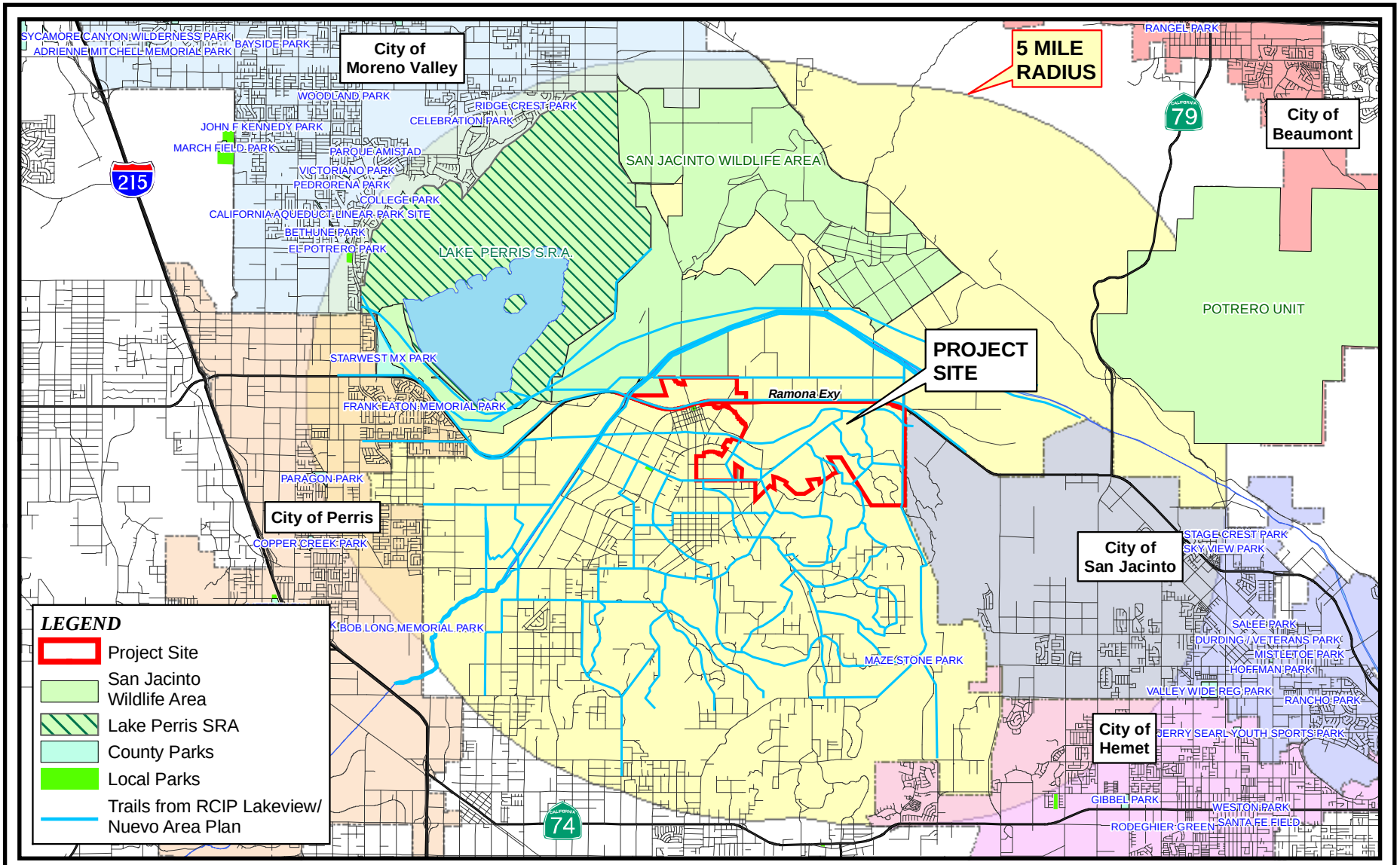
Mystic Field is a collaborative effort of community, government agencies, and corporate partners. The sports park is run by Nuview Youth Sports, a non-profit corporation which was established in July of 2005 to raise and administer monies for the construction and operation of a temporary sports park. Mystic Field provides services for groups on an operating lease including American Youth Soccer, Pony Baseball, and Nuview School District. The park serves the Lakeview/Nuevo community and is located at 19619 Orange St., Lakeview, CA 92567. The park includes 17 acres, of which 13.7 acres include a professional size baseball diamond, an intermediate size diamond, and two softball diamonds which were completed in 2007. The remaining open area is being developed for soccer and open play fields.

Mauel Park is currently under planning through EDA. The nine-acre lighted community park will be located at 10th Street and Lakeview Avenue in Lakeview and will include a dual-age play area, two ball fields, shade structures and picnic areas, enclosed bathrooms, skate park area, and access to trails surrounding the park. The park will be maintained by EDA and is estimated for completion by 2009.

No other neighborhood parks exist within the immediate vicinity of THE VILLAGES OF LAKEVIEW site. As shown on **Figure 5.13-1, Existing Recreational Facilities,** one park is located within five miles of the project area, Paragon Park, located at 264 Spectacular Bid Street in Perris. The next ten closest parks located more than five miles from the project area are included in **Table 5.13-C, Recreational Facilities Located More than Five Miles from the Project Area**. All of the parks listed in **Table 5.13-C** and Paragon Park are open to the public and include one or more of the following types of facilities: swimming pool, ball fields, basketball courts, tennis courts, tot-lots, and picnic areas.

Table 5.13-C, Recreational Facilities Located More Than Five Miles from the Project Area

City	Park	Address
Perris	Bob Long Ballpark	590 E. San Jacinto Avenue
	Copper Creek Park	217 Citrus Avenue
	Metz Park	251 Metz Road
	Foss Field Park	138 N. Perris Boulevard
Moreno Valley	El Potrero Park	16901 Lasselle Street
San Jacinto	Valley Wide Regional Park	901 W Esplanade
	Sallee Park	180 Idyllwild Drive
	Drudin Park	208 S. Pico Avenue
	Mistletoe Park	421 S. Mistletoe Avenue
	Hoffman Park	650 S. San Jacinto Avenue



Sources: County of Riverside GIS 2008; Thomas Bros. Guide, 2006.

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Figure 5.13-1

Existing Recreational Facilities

The Villages of Lakeview EIR No. 471

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Regional Parks

Regional parks within Riverside County include areas of land preserved for their natural beauty, historic interest, or other reason; and exist under the administration of the Riverside County Regional Park and Open-Space District rather than the National Park Service, the state or other unit of local government. Regional parks typically provide service to persons living within one hour driving of the park. These parks can range in size from a few acres to in excess of 1,000 acres depending on the facilities provided within the park. Regional parks often are associated with large natural areas, and provide a range of passive activities, such as trails and camping.

Other larger recreational facilities within the Lakeview/Nuevo area include the San Jacinto Wildlife Area, including the Potrero Creek Conservation Unit, and Lake Perris State Recreation Area. San Jacinto Wildlife Area (SJWA) includes a total of approximately 19,000 acres owned by the State of California. The 10,000-acre SJWA is settled at the base of the Bernasconi Hills and encompasses wetlands, restored riparian habitat, grasslands, and coastal sage scrub habitat. The Potrero Creek Conservation Unit includes 9,000 acres and is located southeast of the wildlife area in "The Badlands" bordered by State Highway 79 and Gilman Springs Road. Operated by the California Department of Fish and Game, the SJWA acts not only as a wildlife sanctuary but also as a game preserve. The SJWA is located east of Lake Perris, west of Mystic Lake, and just north of the Ramona Expressway adjacent to THE VILLAGES OF LAKEVIEW. The SJWA is currently accessible to the public via Davis Road off of Ramona Expressway, which bisects Phase 1A of the proposed project. Post project development, access to the SJWA will be taken via Reservoir Avenue and AA Street through Planning Area 5 (see Figures 3-1 and 3-7, in Section 3.4 of the DEIR).

Established in 1979, the SJWA is the first state wildlife area to utilize reclaimed water to enhance its wetlands. The area is used by hunters, bird watchers, and hikers. Mystic Lake, a large crescent-shaped water body within the reserve area, serves as a significant wetland habitat for numerous birds and plants. Waterfowl, wading birds, and quail are a few of the many animals found here. Approximately 55,000 people visit the SJWA each year to hunt and 4,000 birders visit the SJWA yearly. Mystic Lake Duck Club and Ramona Duck Club, in addition to the general public, utilize the SJWA and Mystic Lake for hunting purposes. The project site is contiguous with a portion of the southern boundary of the SJWA. Land use compatibility and safety issues between the SJWA and the proposed project is analyzed in the Land Use and Planning section of this DEIR.

Lake Perris State Recreation Area is owned and operated by the California State Parks System, and is located approximately 3 miles northwest of the project site. The Lake Perris State Recreation Area features Lake Perris, a 2,000-acre reservoir created by Perris Dam. The Bernasconi Hills serve as the mountainous border around the lake and its recreational facilities. Lake Perris includes a multitude of facilities available for camping, fishing, hiking, boating, hunting, rock climbing, swimming, and horseback riding. Approximately 8,800 acres in size, the park includes a large recreational area with camping and RV facilities and includes almost 300 picnic sites, 167 sites for tent camping and 264 paved sites for recreational vehicles, as well as a substantial habitat reserve, including grassland, riparian and scrub habitat.

Due to seismic concerns, the water level of Lake Perris was lowered by 25 feet in 2005. Current operating reservoir level is at 1,588 feet which represents the lake being 80 percent full. The lowering of the water level subsequently decreased the number of watercraft allowed in the park from 450 to 250. The park's current daily capacity includes 2,500 people and 250 water craft. Peak usage is during the summer months, from Memorial Day to Labor Day, in which reservations are usually required as Lake Perris quickly meets the daily total capacity of 2,500 people and 250 water craft. The average attendance to the park is 1.1 million visitors per year.

The Bernasconi Hills are located within the Lake Perris State Recreation Area. A portion of these hills are located in the northwest corner of the Lakeview/Nuevo planning area. The Bernasconi Hills are barren, steep, and rugged peaks that are a stark contrast to Lake Perris, which is located immediately north of this planning area. The hills and lake offer opportunities for such outdoor recreational activities as camping, hunting, water sports, fishing, picnicking, and biking.

The unimproved former San Jacinto River Park, located east of Gilman Springs Road and State Street in San Jacinto, has been transferred to Valley-Wide Recreation and Park District and is proposed to be an active use park.[1] It was previously owned by the Riverside County Regional Parks and Open Space District.

Other recreational opportunities within the project area include Quail Ranch Golf Course, in the city of Moreno Valley, a public golf course located approximately 3.5 miles north of the project site; and Golden Era Golf Course located in the city of San Jacinto, a public golf course located approximately 4.5 miles east of the project site. The Lake Perris Fairgrounds is located approximately 3.5 miles west of the project site. The Lake Perris Fairgrounds also houses privately run facilities including the Perris Auto Speedway, Lake Perris BMX track, Starwest MX Park, a motocross track, Real Ride Skate Park, APEX Go Kart Track, and the El Toro Huaco Rodeo Arena.

Existing and Proposed Trails

The Riverside County General Plan, Figure C-7 "Riverside County Trails and Bikeway System", the RCIP General Plan's Lakeview/Nuevo Area Plan, Figure 8 "Trails and Bikeway System," and the Lakeview Nuevo Design Guidelines, Exhibit 46 "Trail Location Map," show an extensive system of planned and/or existing trails in the area.

- Class I Bike Path/Regional River Trail – A Class I Bike Path and Regional Multi-Use Trail are proposed to run through the southwestern part of the Lakeview/Nuevo area and will occur on along both sides of the San Jacinto River. The trails will capitalize on the natural features of the area and accessibility of residents to the river.
- Juan Bautista de Anza National Trail – The existing historic Juan Bautista de Anza National Trail is directly north of Ramona Expressway and the San Jacinto River. The national trail commemorates the route followed by a Spanish commander, Juan Bautista de Anza, in 1775-76.

[1] Personal communication with Sam Geopp, Valley-Wide Recreation and Parks District, June 13, 2008.

- Regional Equestrian Trail – A regional horse trail is planned to form a loop around Lakeview/Nuevo following the east and south side of the San Jacinto River and various road and property line alignments.
- California Aqueduct Greenbelt Trail – The California Aqueduct flows through underground piping through Lakeview/Nuevo. It is located within land owned by Metropolitan Water District (MWD) and is planned as a greenbelt that will include Community Trails for pedestrians, bikes, ~~and possibly equestrians~~ along with recreational facilities such as picnic areas, rest areas, tot lot, etc. The proposed project supports this greenbelt trail system, ~~GPA No. 721 associated with~~ the project ~~would upgrade this and some other trails to Regional Trails~~ designates this trail as a Community Trail (restricted use). MWD's right to use this property for water conveyance purposes remains paramount, and any use of the property for parks, trails, road crossings or storm drains is subordinate to the water conveyance use.
- Double-Sided Multi-Purpose Trails – Multi-use trails are proposed and will be placed on both sides of designated streets and serve in lieu of sidewalks for pedestrians, provide bike paths, and provide a safe equestrian trail connecting to other community trails.
- Trailhead – A community trailhead is proposed near an existing community trail located near Brown Avenue and 5th Street. The trailhead will serve equestrian riders as well as hikers. The trailhead will have parking for vehicles and trailers, water, fenced corrals and tethering posts, restrooms, and an information kiosk.
- Existing community trails include narrow dirt roads winding through the Lakeview Mountains. According to the Lakeview/Nuevo Area Plan, a Class I Bike Path is planned to generally follow the alignment of the Ramona Expressway.

Thresholds of Significance

Riverside County has not established local CEQA significance thresholds as described in Section 15064.7 of the CEQA Guidelines. However, the Riverside County's "Environmental Assessment Form: Initial Study" (Environmental Assessment Number: 39816) which is part of the Notice of Preparation for the subject project (see Appendix A (CD #3) of this document) indicates that recreational resource impacts may be considered potentially significant if the project:

A. Includes recreational facilities or requires the construction or expansion of recreational facilities which might have a significant adverse physical effect on the environment.

B. Is located within a County Service Area or recreation and park district with a Community Parks and Recreation Plan where Quimby Act fees could apply and adequate parkland and/or fees are not provided.

C. Includes the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

D. Does not include recreational trails that connect to regional and local trails or the project splits or eliminates an existing recreational trail.

Related Regulations

Local

Lakeview/Nuevo Area Plan Policy 9.1

The Lakeview/Nuevo Area Plan Policy 9.1 states: Develop, maintain, and/or improve the trails and bikeways within the Lakeview/Nuevo Area Plan as depicted on Figure 8 of the Lakeview/Nuevo Area Plan, and as discussed in the Multipurpose Recreational Trails section of the General Plan Circulation Element. The project includes connection to many of these proposed trails within the Lakeview/Nuevo Area Plan. The Lakeview Mountains conservation open space land to the south has many dirt roads which are currently used as trails. Trails beginning in the Pinnacle, Foothill, and Garden Villages will provide access to these existing roads. A trail will be built on the north edge of the Resort Village as part of a buffer between the San Jacinto Wildlife Area and the residences. This trail will connect on the eastern side to "QQ" Street with a possible future connection to regional trials further to the east and continue around the northern edge along the drainage channel to the far western property line and a possible connection to the San Jacinto River regional trail.

Section 10.35 of Riverside County Ordinance No. 460.148

The proposed project will be required to comply with the provisions of Section 10.35 of Riverside County Ordinance No. 460.148, implementing the Quimby Act, and Ordinance Number 659.7, establishing development impact fees. Under Section 10.35 of Ordinance No. 460.148, the developer is required to provide local park facilities and/or pay fees in lieu thereof.

Riverside County Ordinance No. 659.7

Riverside County Ordinance No. 659.7 establishes a developer impact fee to mitigate the cost of public facilities needed to serve new development. Portions of the fees set forth in Ordinance No. 659.7 are designated for regional parks and for regional multipurpose trails. The regional park fee component established in the project area varies according to the development type. The project proponent will be required to pay mitigation fees or Ordinance No. 659.7 fees in effect at the time of construction. Payment of these mitigation fees by this project is considered its fair share and adequate contribution toward mitigation for impacts upon regional parks and regional multipurpose trails.

County Service Areas

County Service Areas (CSA) provide "enhanced" County/Governmental services in specified areas above the basic service level provided throughout the County. CSAs are funded with special taxes generated from the area of service. THE VILLAGES OF LAKEVIEW Specific Plan is located within County Service Areas (CSA) 146 and 152 of Riverside County. Development of the proposed project will require the provision of local park facilities or payment of fees in lieu thereof to EDA pursuant to the provisions of Section 10.35 of Riverside County Ordinance No. 460.148 which implements the Quimby Act.

Riverside County General Plan

Chapter 5 of the Riverside County General Plan contains policies that are intended to ensure the preservation of sensitive species, soils, and habitats within the County. See Threshold F and Appendix N (CD #4) for further in discussion of these General Plan Policies.

OS 20.4 Provide for the needs of all people in the system of County recreation sites and facilities, regardless of their socioeconomic status, ethnicity, physical capabilities, or age.

OS 20.5 Require that development of recreation facilities occur concurrent with other development in the area (AI 3)

OS 20.6 Require new development to provide implementation strategies for the funding of both active and passive parks and recreational sites. (AI 3)

C 16.1 Implement the County trail system as depicted in the Bikeways and Trails Plan, Figure C-7.

C 16.2 Develop a multi-purpose recreational trail network with support facilities that provide a linkage with regional facilities. (AI 35)

C 16.3 Require that trail alignments either provide access to or link scenic corridors, schools, parks, and other natural areas.

C 17.3 Ensure that the bikeway system incorporates the following:

a. Interconnection of cities and unincorporated communities;
b. Provision of lanes to specific destinations such as state or county parks;
c. Provision for bicycle touring; and,
d. Encouragement of bicycle commuting.

Project Design Considerations

Design considerations refer to ways in which the proposed project will limit or mitigate for potential impacts to recreation and parks facilities through the design of the project.

The recreation component of THE VILLAGES OF LAKEVIEW Specific Plan includes private and public parks, ranging in size from less than one acre to over 50 acres, located both on site, and off site within 1.5 miles of the site. Ten public parks (including the Greenbelt, Central Park, Heritage Park, two trailhead parks and five neighborhood parks), eight private parks or recreation facilities, and three joint-use school parks, totaling approximately 106 acres, are located on site along the roadways and paseos (public walkways), and within schools as identified in the Specific Plan No. 342. When on-site parks and recreation facilities are considered with the 52.3 acres of off site parks, 998 acres of conservation open space and 95 acres of public facility open space, the total equals approximately 1,252.3 acres of park and open space land. The project provides a variety of recreational uses including swim and club oriented

recreational facilities, multi-use park sites, and a network of open space paseos connecting the various recreational elements together. See **Figure 5.13-2, Proposed Recreational Facilities**, for the location of these facilities within THE VILLAGES OF LAKEVIEW Specific Plan.

Public Parks

The active public parks on-site total 84.0 acres (including the22 acres of joint-use school parks). Additionally, the Greenbelt includes approximately 93 acres of passive park areas. These public parks are located throughout the Specific Plan area so that they can be easily accessed by the outside community and the proposed project's residents.

The public parks and recreational facilities within THE VILLAGES OF LAKEVIEW Specific Plan include two major facilities: ~~a 20-acre~~ the "Central Park" and ~~an approximately 109-acre~~ the Greenbelt. The Central Park may include such public and private amenities such as a clubhouse, library, lighted sport fields, convenience commercial, picnic areas, a public community center, and trails. The Central Park is located north of the intersection of proposed KK, LL, and OO Streets as stated in the Specific Plan.

The Greenbelt is a public open space and park facility located north of Ramona Expressway and proposed AA Street as stated in the Specific Plan. The Greenbelt includes both 16 acres of active parks (Planning Areas 6 and 8) and 93 acres of passive areas (Planning Areas 5, 7, 21 and 22). The active parks include such uses as unlighted sports fields, a community garden, a dog park, basketball courts, open play areas with picnicking, restrooms, small unlighted amphitheater, parking facilities, and as further defined in the Resort Village Refinement Plan, Appendix I of THE VILLAGES OF LAKEVIEW Specific Plan No. 342. The passive areas may include open lawns, ~~orchards,~~ shade structures, picnic areas, trails, water quality facilities, tot lot, and parking facilities and as further defined in the Resort Village Refinement Plan, Appendix I of THE VILLAGES OF LAKEVIEW Specific Plan No. 342. Interpretive areas, interpretive signs, and a California-appropriate demonstration garden will be provided to educate homebuilders and homeowners of the adjacent habitat and the watershed that supports it.

Private Parks and Recreation Facilities

The private parks and recreation facilities total 22 acres and may include one or more of the following types of uses: a clubhouse building, a pool, spa, play area, picnic areas, and fitness trail (see Exhibits 18A and 18C of THE VILLAGES OF LAKEVIEW Specific Plan No. 342 for typical park concepts). These parks will meet many of the recreational needs of the residents of THE VILLAGES OF LAKEVIEW Specific Plan.

Trails

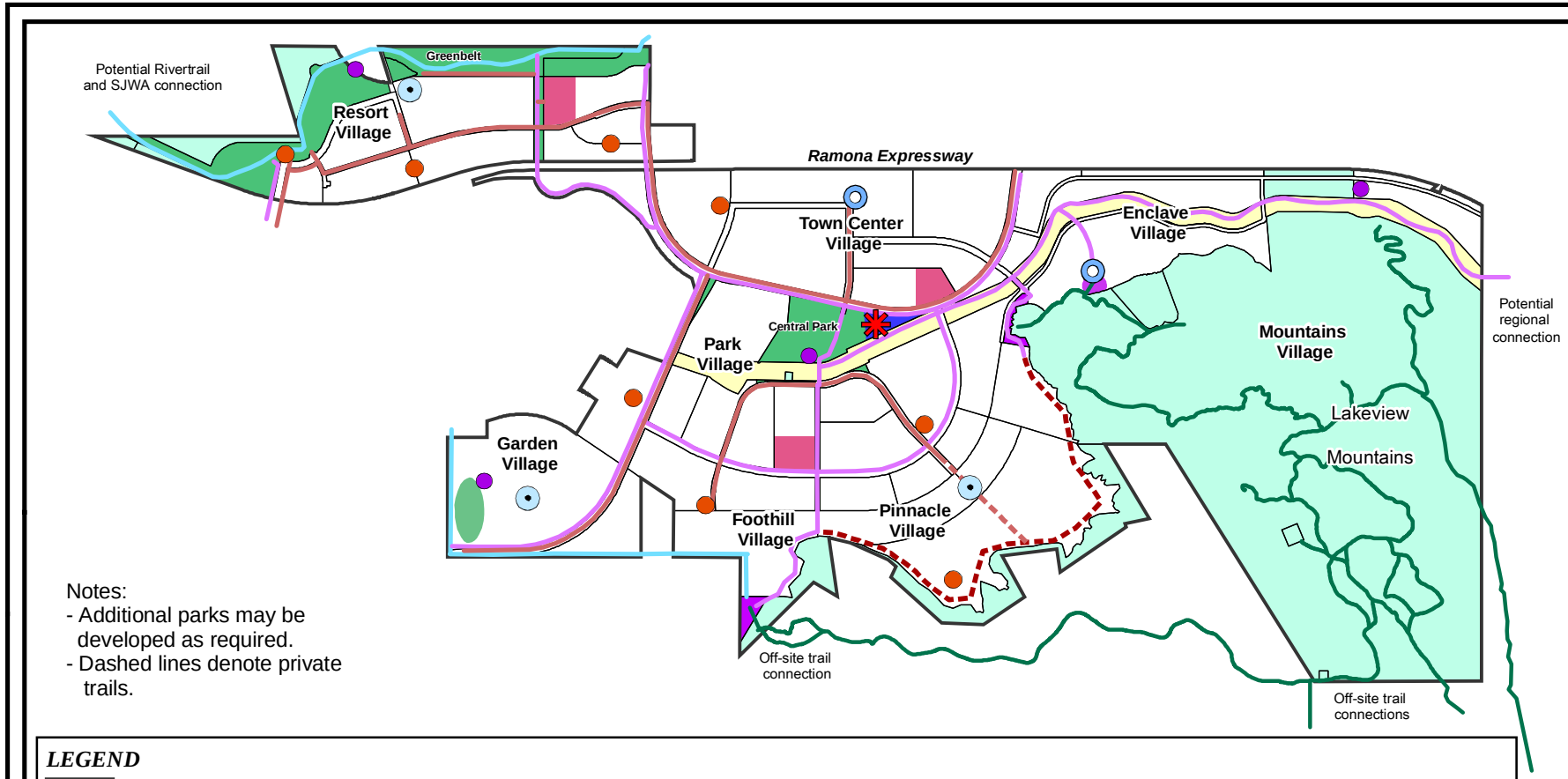
Multiple trail systems are proposed throughout the project site. The trail system for THE VILLAGES OF LAKEVIEW is widespread and diverse. The entire community is accessible to pedestrians and bicyclists with both on and off street trails. The trial systems include Multi-Purpose Community Trails, Multi-Purpose Community Trails (Restricted Use), Paseos, the Urban/Wildlife Edge Trail, and existing Open Space Area Paths. ~~hillside open space trails,~~

~~Municipal Water District (MWD) Aqueduct and San Jacinto River regional trails, equestrian trails, and community trails and paseos~~. The Lakeview Mountains conservation open space has many dirt roads which are currently used as trails. These trails will be accessible to THE VILLAGES OF LAKEVIEW residents and will continue to be accessible to the existing residents of the Lakeview/Nuevo community. ~~The Aqueduct Regional Trail~~ A Multi-Purpose Community Trail (Restricted Use) will run the length of the MWD aqueduct property east of Central Park and then connect, via a connection between Planning Areas 22 and 26, with the ~~River Regional Trail~~ Multi-Purpose Community Trail in the Greenbelt. This ~~regional trail~~ Multi-Purpose Community Trail will be accessible from all parts of THE VILLAGES OF LAKEVIEW community. An ~~equestrian trail~~ Multi-Purpose Community Trail, which allows equestrian uses, is located along the south and west edges of THE VILLAGES OF LAKEVIEW adjacent to Hansen Avenue, Wolfskill Avenue, and Poppy Lane. This trail will be located within a 30-foot wide landscape area which will be compatible with the existing rural community and consistent with the Lakeview/Nuevo Design Guidelines. ~~Community trails~~ Paseos are proposed both on- and off-street to serve as links to larger trail systems (**Figure 5.13-2)**.

Within the Administrative Element, THE VILLAGES OF LAKEVIEW Specific Plan includes the requirement for a Village Refinement Plan and Parkland Tracking Report. The purpose of the Village Refinement Plan is to identify specific parkland locations within or associated with the respective village. Along with the Village Refinement Plan, a Park Tracking Report will be provided. The Parkland Tracking Report will include the parkland baseline acreage, parkland credit, Quimby Act required parkland, proposed dwelling units within the village, constructed dwelling units, and the required parkland based on dwelling units built. The maximum amount of parkland acreage that could be required would be 147.3 acres based on full build-out of 11,350 units. **Table 5.13-D, Forecasted Parkland Acreage Provided at Full Build-Out,** shows both on- and off-site parkland that will be used as the baseline of forecasted acreage per park planned on-site and identifies the acreage needed off-site to meet the parkland standards.

Table 5.13-D, Forecasted Parkland Acreage Provided at Full Build-Out

Proposed Park	Resort Village	Town Center	Park Village	Garden Village	Foothill Village	Enclave Village	Pinnacle Village	Total Acres
On-site Public Parks								
Central Park (excluding public buildings)			20.0					20.0
Three areas adjacent to Central Park			3.0					3.0
Heritage Park				5.0				5.0
Trailhead					3.0			3.0
Trailhead							3.0	3.0
Greenbelt PA 6	3.2							3.2
Greenbelt PA 8	12.6							12.6
Joint Use Park	6.0							6.0
Joint Use Park		8.0						8.0
Joint Use Park			8.0					8.0
Joint Use Park/Trailhead						8.0		8.0
Neighborhood Parks (0.3 acres or more)	0.9	1.2	0.6		0.6	0.9		4.2
Subtotal Active On-site Public Parks	**22.7**	**9.2**	**31.6**	**5.0**	**3.6**	**8.9**	**3.0**	**84.0**
Subtotal Active Off-site Public Parks								**52.3**
TOTAL PUBLIC PARKS								**136.3**
On-site Private Parks								
Private Recreation Facility	2.0							
Private Recreation Facility				3.0				
Private Recreation Facility							4.5	
Private Recreation Facility			7.0					
Private Recreation Facility		2.3						
Private Recreation Facility					1.5			
Private Recreation Facility						0.8		
Neighborhood Parks (0.3 acres or more)							0.9	
TOTAL PRIVATE PARKS	**2.0**	**2.3**	**7.0**	**3.0**	**1.5**	**0.8**	**5.4**	**21.9**
TOTAL PARK ACREAGE PROVIDED	**24.7**	**11.5**	**38.6**	**8.0**	**5.1**	**9.7**	**8.4**	**158.2**



Source: SP No. 342

ALBERT A. WEBB ASSOCIATES

N W E S

0 1,000 2,000 3,000 Feet

Figure 5.13-2

Proposed Recreational Facilities

The Villages of Lakeview EIR No. 471

G:/2003/03-0267/Gis/Recreation_onsite.mxd

Environmental Impacts Before Mitigation

***Threshold A**: The proposed project will include recreational facilities or require the construction or expansion of recreational facilities which might have a significant adverse physical effect on the environment.*

The proposed project includes private recreational areas, a Central Park, a Greenbelt, trails, and public park areas. The development of these parks may have a significant adverse physical effect on the environment. The construction of parks has been considered within the analysis of potential significant environmental effects for the entire project. The potential environmental impacts from the construction of the project-proposed parks are analyzed in the individual issue areas of this document, e.g., Air Quality, Biological Resources, Cultural Resources, etc. in conjunction with potential project impacts, as described below.

Agriculture

Development of over 200 acres of parks and trails which are not in conservation or other public services uses (see **Figure 3-12, herein**) will conflict with existing agricultural uses and may convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or Farmland of Local Importance to non-agricultural uses. Review of **Figure 5.2-1, Conceptual Land Use and Farmland Designations**, shows that the Greenbelt is located primarily on Prime Farmland and Farmland of Statewide Importance, while the Central Park is located on non-farmland designated areas of the site with a small portion of that park on land designated as Farmland of Local Importance. The recreation facility proposed in the Central Park will not impact any designated Farmland. Portions of parks left without buildings and used for outdoor recreational activities do not lose their soil values to the same degree that an area developed with buildings would. Therefore the recreational facilities impacts to Designated Farmland will be less than significant, however, overall when taken as a part of the project development, such impacts are considered **significant and unavoidable**. The project is required by mitigation measure **MM Ag 3** in Section 5.2 to provide a 3-acre on-site community garden. This will be located in a parks and open space area.

Air Quality

Mitigation measures are proposed in Section 5.3 to minimize impacts to air quality due to project construction. It was determined that construction of the project will exceed SCAQMD significance thresholds. The construction of recreational facilities proposed were considered in the grading and construction activities assumed in this analysis. Although implementation of mitigation measures **MM Air 1 through 34** will reduce construction related emissions, there are no distinct quantitative reductions associated with them; therefore, there is no change in the estimated emissions of the project from those mitigation measures. The project's short-term construction emissions incorporating these mitigation measures will continue to exceed the SCAQMD significance thresholds and are therefore, **considered significant**. As recreational facilities are not considered a significant source of operational emissions therefore, operation of recreational facilities is considered **less than significant**.

Biological Resources

Twenty-six special-status wildlife species and four special-status plant species were detected on or immediately adjacent to THE VILLAGES OF LAKEVIEW Specific Plan Area. The majority of the locations where the sensitive plants and animals were identified are either designated as open space or parkland by the Specific Plan. Areas of parkland proposed will have potentially significant impacts on sensitive plant and animal species through habitat disturbance and construction generated noise impacts. Based on the results within Section 5.4, potential adverse direct impacts associated with endangered or threatened species, sensitive or special status species, or on riparian habitat or other sensitive natural community, or federally protected wetlands, movement of fish or wildlife, and compliance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and other local policies or ordinances, are considered significant. With compliance of the required regulations, project design criteria, and mitigation measures 1 through 9, direct impacts to biological resources are **less than significant**.

Cultural Resources

The project area contains areas of historical and archaeological significance. Any ground disturbing activity has the potential to uncover potential items of cultural significance. Development of parks and open space will potentially affect some identified sensitive areas as well as within areas of potential for undiscovered buried sites and areas with high probability of paleontological materials. Section 5.5 has identified areas of significance and mitigation measures to minimize impacts to these areas. With adherence to and implementation of the listed General Plan policies, listed mitigation measures, as well as adherence to standard federal, state, and County regulations, the impacts to historical-period cultural resources and to previously unknown prehistoric archaeological and paleontological resources due to the construction of recreational facilities and parks will be **less than significant**. Known resources that are remaining on-site are not located within proposed parks, however indirect impacts to these resources may remain significant, as discussed in Section 5.5.

Geological Effects

Development of parks and open space and associated structures are required to follow International Building Code Standards in order to reduce effects of ground shaking produced by regional seismic events. Development of parks and open space will have no impact to areas that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, areas of ground subsidence, seiche, mudflow, volcanic hazard, dam failure, slope stability, expansive soil, soil erosion and siltation, methane levels, or organic fill. Mitigation Measure 1 addresses impacts due to collapse or rockfall hazards within steep sloped areas and reduces impacts to less than significant. Impacts associated with the construction of parks and recreational facilities are **less than significant** following implementation of regulations, General Plan policies, design considerations, and incorporation of the proposed mitigation measures outlined in Section 5.6.

Hazards

Development of parks and recreation facilities will not include routine transport, use, or disposal of hazardous materials, release of hazardous materials into the environment, interfere with an adopted emergency response plan or an emergency evacuation plan, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, or expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts are **less than significant**.

Parks located to the north portion of THE VILLAGES OF LAKEVIEW Specific Plan Area are adjacent to a former County burn dump. Although no substantial environmental impact is anticipated, if the dump is not fully remediated by the time development occurs adjacent to it, potential adverse impacts could result without mitigation. According to County Waste Management, development should occur no less than 300-feet from this unremediated dumpsite. With mitigation measures in Section 5.7, impacts related to land uses adjacent to the dumpsite will be reduced to less than significant even if remediation of the dumpsite adjacent to the project has not been completed prior to development of the project. Impacts are **less than significant with mitigation**.

Hydrology and Water Quality

The proposed THE VILLAGES OF LAKEVIEW project includes the use of Best Management Practices both during and after project development to minimize impacts to receiving waters and to stabilize and improve the groundwater levels within the West San Jacinto Groundwater basin. Existing flows will be maintained through the proposed storm drain plan. Infiltration will occur within grassy areas or within the Regional Basin allowing for groundwater recharge. The project does not propose habitable structures within the 100-year flood plain, the majority of which is parks and open space area. No structures are placed within the flood plain that would redirect or impede flows. Impacts of the development of parks and recreation facilities are **less than significant**.

Noise

Development of passive parks and open space would not generally increase noise levels by themselves. Development of open space will require little to no ground disturbing activities during project construction while construction of parks will require more ground disturbance. Construction noise will result in a temporary change in ambient noise levels. Impacts from construction noise are considered short-term impacts since noise will cease upon completion of construction activity; and although this project will be under construction for many years, the locations of active construction will move regularly. To reduce construction noise levels to a level below significance, the project proponent will be required to implement mitigation measures **MM Noise 1 through 8**, listed in Section 5.10, such as compliance with Riverside County Ordinance 457 Section 1.G.1. The noise from children playing outside at the schools could potentially impact the San Jacinto Wildlife Area. Noise measurements show that school play areas noise levels are a maximum of 75 dBA. The surrounding parks and open space areas

will buffer the San Jacinto Wildlife Area from these potential impacts. Impacts are **less than significant.**

Transportation/Traffic

Construction of parks and open space would not directly impact traffic and transportation beyond what is discussed in Section 5.14, Traffic, related to construction traffic issues which are less than significant with mitigation. Actual traffic anticipated to be using the parks is taken into account within the Traffic Study, Appendix L (CD #4). Therefore, the development of parks and recreation facilities has been considered in the traffic analysis and will not significantly impact transportation and traffic. Impacts are **less than significant**.

Utilities

The proposed THE VILLAGES OF LAKEVIEW project Open space and passive park areas do not generally require the need for water and sewer systems. Active parks that are built within the project boundaries would require sewer, water, and drainage systems. The project's parks are proposed to use recycled water from EMWD for irrigation to reduce demand for potable water. For analysis purposes in this DEIR, 166 acres of land were assumed to use recycled water for irrigation. The parks and recreation facilities would not require additional sewer facilities beyond those required for the project as a whole and will not exceed current facility capacities. On site drainage channels and basins will be constructed to allow post project flows to closely match pre-project flows. Therefore, all potential significant adverse environmental effects related to park and recreation facilities needs for utilities are reduced to **below the level of significance** due to project design, compliance with existing regulations and standards, and compliance with the mitigation measures listed in Section 5.115.

***Threshold B**: The proposed project is located within a County Service Area or recreation and park district with a Community Parks and Recreation Plan where Quimby Act fees could apply and adequate parkland and/or fees are not provided.*

THE VILLAGES OF LAKEVIEW Specific Plan is located within CSA 146 of Riverside County. A County Service Area (CSA) provides "enhanced" County/Governmental services in specified areas above the basic service level provided throughout the County. CSAs are funded with special taxes generated from the area of service. Development of the proposed project will require the provision of local park facilities or payment of fees in lieu thereof to EDA pursuant to the provisions of Section 10.35 of Riverside County Ordinance No. 460.148 which implements the Quimby Act. THE VILLAGES OF LAKEVIEW Specific Plan proposes a total of 11,350 dwelling units with an estimated total population of approximately 28,722 persons.

Riverside County Ordinance No. 460.148, Section 10.35 requires that 3.0 acres per 1,000 persons shall be dedicated for neighborhood or community parks and recreation facilities, unless a Community Parks and Recreation Plan has established a higher rate (with a maximum of 5.0 acres of parkland per 1,000 persons). The fee and/or land dedications or improvements can only be used to provide neighborhood and community parks that serve the proposed development.

Based upon the calculated population of 29,454, development of THE VILLAGES OF LAKEVIEW Specific Plan will generate a need for 88.36 acres of neighborhood and community park facilities based upon the Ordinance No. 460.148 requirement of 3.0 acres of parkland per 1,000 persons; and a need for 147.27 acres of neighborhood and community park facilities, based upon updated EDA requirements of 5.0 acres of parkland per 1,000 persons (see **Table 5.13-E, Park Demand without Private Parks Credit**).

THE VILLAGES OF LAKEVIEW Specific Plan will provide approximately 84 acres of public parks land as defined by Ordinance No. 460.148. If park acreage were to decrease below required park acreage, a fee is to be paid in lieu of dedication of land. Since these parkland requirements are based upon the number of dwelling units constructed, the actual requirement will be less than these totals if fewer than 11,350 dwelling units are actually constructed.

Table 5.13-E, Park Demand without Private Parks Credit

Parkland Factors	Total Population	Park Acreage Required	Public Park Acreage Provided[3]	Additional Park Acreage Required
3:1000[1]	29,454	88.36	84.00	4.36
5:1000[2]	29,454	147.27	84.00	63.27

Notes: [1] Per Section 10.35 of Riverside County Ordinance No. 460.148.
[2] Per Economic Development Agency requirements.
[3] This acreage is assuming public parks only. Trails, open space, regional and private parks are not considered in satisfying Quimby Act requirements.

Paragraph I.7.d. of Section 10.35 of Ordinance No. 460.148 allows the Board of Supervisors to provide a credit where private areas for park and recreation purposes are provided as part of the project and such areas are for active recreational uses, to be privately owned and maintained in common by the future owner(s) of the development. Such area may be credited against up to 50 percent of the requirement of land dedication or fees. This private open space credit can exceed 50 percent at the discretion of the Board of Supervisors upon written authorization from the local public agency (in this case EDA).

If such credits are sought and approved by the Board, the additional park acreage or in lieu fees required to satisfy Quimby Act requirements may be satisfied entirely or reduced substantially depending upon the applicable ratios at the time credits are determined. For example, if the project proposes a total acreage of 21.9 acres of private parks, if a 50% credit were applied, an additional 10.95 acres of park acreage would be credited against the additional park acreage required, as identified in **Table 5.13-F, Proposed Park Demand with Fifty Percent Quimby Credit for Private Parks**.

Table 5.13-F, Proposed Park Demand with Fifty Percent Quimby Credit for Private Parks

Parkland Factors	Total Population	Park Acreage Required	Park Acreage Provided with 50% Credit[3]	Additional Park Acreage Required with 50% Credit
3:1000[1]	29,454	88.36	94.95	None
5:1000[2]	29,454	147.27	94.95	52.32

Notes: [1] Per Section 10.35 of Riverside County Ordinance No. 460.148.
[2] Per Economic Development Agency requirements.
[3] This acreage is assuming 50% Quimby Act credit for private parks and recreational areas.

As required in the Specific Plan Project-wide Development Plans and Standards, Section B.1.d.12, the dedication /designation of parkland necessary to satisfy county and state requirements, is based on the actual number of dwelling units built within THE VILLAGES OF LAKEVIEW. Therefore, based on **Tables 5.13-E** and **Specific Plan Standard B.1.d.12**, park requirements will be met on-site in satisfaction of Quimby Act requirements through a combination of providing 84 acres of public community parks and private recreational facilities, potentially obtaining credit for the provision of private areas for park and recreation purposes as may be determined by the Board of Supervisors. Additionally, THE VILLAGES OF LAKEVIEW Specific Plan will also provide up to 52.3 acres of off-site park land resulting in a total of 147.3 acres of credited parkland (assumes full build out) which further satisfies the 5:1000 EDA requirement. Together these measures ensure that County parks requirements are met and this potential significant impact is reduced to **less than significant** through the design of the project.

***Threshold C**: The proposed project will increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.*

The Specific Plan Project-wide Development Plans and Standards, Section B.1.d.12, requires the dedication /designation of parkland necessary to satisfy county and state requirements is based on the actual number of dwelling units built within THE VILLAGES OF LAKEVIEW. Existing neighborhood and regional parks, and other recreational facilities would be significantly impacted if the proposed project did not provide adequate recreation and park facilities as the project is built out by phase or mitigated through fees. To ensure that THE VILLAGES OF LAKEVIEW project would meet the current Quimby Act requirements of 3 acres/1,000 residents on-site and EDA requirements of 5 acres/1,000 residents on- and off-site generally by phase throughout project build out, the Development Standards found in the Specific Plan Section 8.c. Open Space, Conservation, and Recreational Plan Development Standards are required, as follows:

- At any point in time before the 3,000th occupancy permit is issued, parkland balance shall not be in a deficit by more than 5 acres. Deficit means parkland acreage provided is less than parkland acreage required for the cumulative development to date within THE VILLAGES OF LAKEVIEW Specific Plan area.
- At any point in time after the 3,000th occupancy permit is issued, parkland balance shall always be in a surplus. Surplus means parkland acreage provided is greater than parkland acreage required for the cumulative development to date within THE

VILLAGES OF LAKEVIEW Specific Plan area. This surplus concept applies until the last 500 dwelling units are ready for development. At that point, parkland shall be brought into balance such that the parkland standard, 5 acres/1,000 population, is implemented at build-out based on the actual number of dwelling units built.

- Regarding parkland to be developed off site, the location(s) shall be identified and approved within the Village Refinement Plan of the second or third village to be processed.
- Regarding parkland to be developed off site, all entitlements necessary to construct the location(s) shall be completed before the 2,501st occupancy permit is issued.
- Before the 1st residential occupancy permit is issued, a private recreation facility shall be constructed and opened on Planning Area (PA) 6 and part of PA 12 (Resort Club).
- Before the 501st occupancy permit is issued, 6 acres of Public Parkland shall be constructed and opened on part of PA 14 (joint-use park).
- Before the 1,501st occupancy permit is issued, 12.6 acres of Public Parkland shall be constructed and opened on PA 8 (active area of Greenbelt).
- Before the 2,501st occupancy permit is issued, at least 28 acres of Parkland that received credit shall be constructed and opened.
- Before the 3,001st occupancy permit is issued, 18 acres of Public Parkland shall be constructed and opened on the off-site park. At the request of Riverside County, the balance of parkland planned at the location shall be dedicated to Riverside County in a raw land condition.
- Before the 4,001st occupancy permit is issued, the sports park half of Central Park shall be constructed and opened.
- Before the 5,501st occupancy permit is issued, the second half of Central Park shall be constructed and opened.
- Before the 8,001st occupancy permit is issued, 18 acres of Public Parkland shall be constructed and opened on the off-site park.
- Before the 10,001st occupancy permit is issued, 18 acres of Public Parkland shall be constructed and opened on the off-site park, depending on the number of dwelling units remaining to be developed within THE VILLAGES OF LAKEVIEW Specific Plan area.
- Before the 11,350th occupancy permit is issued, 147.5 acres total of Parkland shall be constructed and opened within THE VILLAGES OF LAKEVIEW Specific Plan area.

With the addition of approximately 29,454 to 34,164 new residents after complete project build-out to the Lakeview/Nuevo area, undoubtedly some residents will use the existing park and recreational facilities; however, other than Mystic Field, the proposed Mauel Park, and Paragon Park, existing neighborhood parks are located over 5 miles away.

Only one public park exists in the Lakeview/Nuevo community, Mystic Fields Baseball Park. Mauel Park is currently under planning. The Mystic Field Ballpark and Mauel Park may be used by residents of the Specific Plan No. 342. However, it is not expected that, as a result of the project, these surrounding parks or fields will experience serious overuse or deterioration of the parks, as the neighborhood and community park demand will be satisfied as the project builds out by phase, and as Specific Plan Project-wide Development Plans and Standards, Section B.1.d.12 and Open Space and Conservation Development Standards, Section B.8.e, are implemented (see **Table 5.13-E** and **Table 5.13-F**, above). In addition to active public and private parks, the Specific Plan includes passive park open space in the Greenbelt of 93 acres, for over 1,200 acres of open space and conservation within the project.

Use of surrounding state recreation areas (e.g., Lake Perris State Recreation Area and San Jacinto Wildlife Area) by project residents will not cause serious overuse or deterioration of the recreational areas, as most of the neighborhood and community park demand will be satisfied by the 20-acre Central Park, 101-acre Greenbelt, and the 1,093 acres of open space, and the park and recreational facilities within the development. Furthermore, Lake Perris State Recreation Area has imposed visitor limits to its facility currently allowing 2,500 people and 250 watercraft into the facility at a time.

In addition, the project proponent will be required to follow Ordinance No. 659.7 which requires payment of Development Impact Fees for the provision of regional park facilities. Currently, the County's Development Impact Fees are based upon the type of dwelling unit constructed (e.g., single family and multi-family) or acres of commercial uses constructed. Different fees are assessed for Regional Parks and Regional Multi-Purpose Trails. As of 2008, the Regional Park fees are $563 per dwelling unit and $472 per dwelling unit for single and multi-family units respectively, and $316 per dwelling unit and $264 per dwelling unit for single and multi-family units respectively for Regional Multipurpose Trails.

Section 17c of Ordinance No. 659.7 allows the County of Riverside to grant a credit for Development Impact Fees that would otherwise be charged through this ordinance for the dedication of land or the construction of facilities identified in the Public Facilities Needs List. The amount of the credit granted is determined by an estimate of the costs of constructing facilities or by an estimate of the fair market value of the land dedicated. The county and project proponent may agree upon a credit for the ~~trails and~~ regional parks provided by the proposed development.

Through credit or payment of the regional park fees and the building of neighborhood and community parks within the development pursuant to required development standards, the potential to increase the use of existing neighborhood and regional parks or other recreational facilities and cause substantial physical deterioration of these existing facilities is considered **less than significant.**

***Threshold D**: The proposed project does not include recreational trails that connect to regional and local trails or the project splits or eliminates an existing recreational trail.*

The proposed project includes numerous trail systems including multi-purpose concrete and asphalt trails, ~~equestrian trails, hillside trails, an arboretum/interpretive walk,~~ paseos, and urban wildlife edge trails that connect with each other. Some trail links allow for equestrians. These trails, some including staging areas for horses and hikers, will connect with existing local trails and all areas of the project area. The regional trails identified in the Riverside County General Plan, Figure C-7, Riverside County Trails and Bikeway System, the RCIP General Plan's Lakeview/Nuevo Area Plan, Figure 8, Trails and Bikeway System, and the Riverside County Planning Department, Lakeview Nuevo Design Guidelines "Trail Location Map" are located outside of the project area except for a small portion of the San Jacinto River Trail, a north/south regional trail through the Lakeview Mountains, and existing community trails (see DEIR **Figure 3-8, RCIP Trails and Bikeways**).

The northwest corner of the project site is located adjacent to the San Jacinto River Trail, a Class 1 Bike Path/Regional Trail; however, the project will not encroach into the right of way for the trail and will not interfere with the operation of that trail. ~~The project proposes to reroute this regional trail through the on-site Greenbelt. Likewise, a~~ A Regional Trail connection is shown on **Figure 3-8** from the San Jacinto River Trail to Lake Perris, but the project does not connect directly to this trail.

The existing community trails are narrow dirt roads winding through the steep terrain of the Lakeview Mountain area. These trails are incorporated into THE VILLAGES OF LAKEVIEW Specific Plan and proposed trails will connect with this trail system. One of the existing trails will be designated as the required regional trail through the Lakeview Mountains. All trails through the Regional Conservation Authority conservation area in the Lakeview Mountains will be subject to their approval.

The proposed ~~Specific Plan does not split or eliminate the proposed community California Aqueduct Greenbelt Trail shown in the Riverside County Planning Department, Lakeview Nuevo Design Guidelines, Exhibit 46, "Trail Location Map." It does, however, propose to upgrade this trail to a regional trail. Likewise, the trail located within the northwestern portion of the project site along Marvin Road is proposed to be upgraded from a Community Trail to a Regional Trail which will better assure connections to the San Jacinto and Lake Perris Regional Trails.~~

~~These trails will be supplemented by the~~ project incorporates an extensive trails plan included in the Specific Plan No. 342. Access to the regional trail located at the eastern edge of the Lakeview/Nuevo Area Plan boundary, can be gained through the potential trail connection along the California Aqueduct Greenbelt Trail. The proposed Ramona Expressway Class I Bike Path is not shown as a part of the project trail system. Ramona Expressway is proposed for significant widening and maybe even the construction of the Mid County Parkway in the future. Such road improvement projects would be responsible for the adjacent trail. Connections from an off-site Ramona Expressway trail, if one existed, could be accommodated through the project via the MWD Aqueduct greenbelt trail.

Therefore, because the project provides trails, but also allows for connections to existing trails, and does not interfere with those existing trails, the proposed project does not create potentially significant impacts to the local or regional trail systems through failure to provide adequate trails or trail access. Impacts are considered **less than significant** through project design.

Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). As all potential impacts were found to be less than significant, no mitigation measures are required to eliminate or reduce the potential significant adverse impacts resulting from the demand for additional parks and impacts on trails created by residents of THE VILLAGES OF LAKEVIEW project.

Potential impacts to existing parks and recreational facilities and from the development of new park and recreation facilities within THE VILLAGES OF LAKEVIEW Specific Plan were determined to be less than significant. Potential impacts on recreational trails from the project were also determined to be less than significant. Consequently mitigation measures are not required.

Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

With respect to construction of parks and recreation facilities, as with all project-related construction, parks may impact Farmland (i.e., Prime, Unique, Statewide and Local). Portions of parks left without buildings and used for outdoor recreational activities do not lose their soil values to the same degree that an area developed with buildings would. However, overall when taken as a part of the project development, such impacts are considered **significant and unavoidable**. The project is required by mitigation measure **MM Ag 3** in Section 5.2 to provide a 3-acre on-site community garden. This will be located in a parks and open space area but will not reduce all potential park and recreation facilities, and trails impacts to less than significant with respect to loss of Farmland.

Likewise, grading and construction of parks and recreation facilities and trails were taken into account in the phased grading and construction estimates used in the project-wide air quality impact analysis. As discussed in Section 5.3, construction results in **significant and unavoidable** impacts to air quality.

All potential direct impacts of the project to recreation facilities will be less than significant. Mitigation measures are not required to reduce potential impacts from the proposed project to a level that is less than significant.

Summary of Cumulative Environmental Effects After Mitigation Measures Are Implemented

Cumulative loss of Farmland and air quality impacts are discussed in Sections 5.2 and 5.3, respectively, and in Section 7.1

The project provides parks to meet its local requirements and in addition provides a regional-scale park, the Greenbelt, which will be available to serve some of the cumulative needs for park and recreation facilities at the regional level. In addition, nearly 1,000 acres of open space for conservation purposes will be conserved on site for the perpetual enjoyment of the existing and future residents of the area. Regional trail and community connections also traverse the project site to provide continuity with the County Regional trail system as it connects with the cities of Perris and San Jacinto trails. The RCIP General Plan requires adequate parks, trails, and recreation facilities within its build-out analysis. Potential impacts upon public facilities and services related to build-out of the Riverside County General Plan were evaluated in the RCIP EIR. These potential impacts included those that related to parks and recreation. The RCIP EIR determined that build-out of unincorporated areas of Riverside County will create a substantial increase in population and residential and non-residential structures. General Plan build-out will substantially contribute to significant cumulative impacts upon park and recreation. Implementation of the General Plan's policies and RCIP EIR mitigation measures would reduce these potential impacts to below the level of significance. The RCIP EIR determined that although there will be increased demand for park and recreation facilities, these impacts will be reduced to below the level of significance through implementation of performance standards contained in the Riverside County General Plan.

The population estimate as it relates to Parks and Recreation is different than the other sections of THE VILLAGES OF LAKEVIEW DEIR as it depends on the dwelling unit types. This population estimate is standard County practice (as set forth in Section 10.35 of Riverside County Ordinance No. 460.148) and is consistent with determining Quimby Act compliance throughout the County of Riverside. Recently, the County has been in the process of updating the ordinance. Proposed population generation rates would result in a higher population. THE VILLAGES OF LAKEVIEW project will be subject to these updated rates throughout the life of the project; and therefore the population calculation for the project totals 29,454. THE VILLAGES OF LAKEVIEW Specific Plan will also create increased demand for park and recreation services. However, the project will provide park and recreation opportunities and/or pay in lieu fees pursuant to the provisions of Section 10.35 of Ordinance No. 460.148 (implementing the Quimby Act) and provide a total of 5 acres per 1,000 residents. As a result, the potential impact of the project will not exceed the demand for recreation facilities assumed in the General Plan. This coupled with payment of developer impact fees pursuant to Riverside County Ordinance No. 659.6 will result in **less than significant cumulative impacts** to the local and regional parks, and multipurpose trails.

Section 7.1 of this DEIR includes additional information about cumulative effects.

NOTE: Items referenced on CDs #1 - #4, herein, are available on CDs but the CDs are no longer numbered in this fashion for purposes of the FEIR.

5.14 TRANSPORTATION/TRAFFIC

The focus of the following discussion is related to the potential impacts associated with project-generated traffic, exceedances in the level of service of roads, the effect on existing or need for new or altered road maintenance, circulation impacts during construction, and increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Potential impacts related to inadequate parking capacity, changes in air traffic patterns, altered waterborne, rail or air traffic, hazards from design, and inadequate emergency access or access to nearby uses were found to be less than significant in the Notice of Preparation prepared for this project (Appendix A (CD #3)). Some design features present on the current and future project roadways, such as curves, could result in potentially significant impacts which are discussed in the section below.

In addition to other references, the following documents and correspondence were used as project-specific and/or general information sources during preparation of this section and are available for public review at the locations noted:

- Albert A. Webb Associates, *Traffic Impact Study Report, The Villages of Lakeview Specific Plan No. 342, Riverside County, CA,* September 13, 2007. (Traffic Study). (Appendix L (CD #4))
- Albert A. Webb Associates, *Addendum #1 (final) to Traffic Impact Study Report, Specific Plan No. 342, Riverside County, CA, dated September 13, 2007,* September 19, 2008. (Appendix L (CD #4))
- Albert A. Webb Associates, *Addendum #2 (final) to Traffic Impact Study Report, Specific Plan No. 342, Riverside County, CA, dated September 13, 2007,* September 19, 2008. (Appendix L (CD #4))
- Riverside Transit Agency, *Internet Site.* (Available for review at www.riversidetransit.com)
- County of Riverside, *Draft Conditions of Approval, Specific Plan Case #:SP00342,* January 27, 2009. (Available at County of Riverside.)
- County of Riverside, *Riverside County General Plan,* October 2003. (Available at the County of Riverside Planning Department or accessed on March 16, 2007 at www.rctlma.org/genplan/content/gp.aspx)
- County of Riverside, *Ordinance No. 659.7 Establishing Developer Impact Fees.* (Available at www.clerkoftheboard.co.riverside. ca.us/ords.htm)
- County of Riverside, *Riverside County General Plan Lakeview/Nuevo Area Plan Circulation map,* accessed March 2008. (Available at http://www.rctlma.org/genplan/content/inap.html#List_1_7)

Organization of Section 5.14 based on Traffic Study

The *Traffic Impact Study Report, The Villages of Lakeview Specific Plan No. 342*, September 13, 2007, was prepared by Albert A. Webb Associates ("Traffic Study") for this project and is used as a basis for the analysis included herein. The Traffic Study is contained in its entirety in Appendix L (CD #4) of this document. The Traffic Study and this EIR section address three scenarios. The major differences between the three scenarios, as they relate to THE VILLAGES OF LAKEVIEW, revolve around Ramona Expressway. The first is referred to as the "Base Case," which is an evaluation of project-related and cumulative projects' traffic impacts with respect to the current County of Riverside General Plan Circulation Element. In the Base Case, Ramona Expressway is evaluated as a 6- to 8-lane at-grade Expressway (184- to 220-foot right- of-way), as currently identified on the County Circulation Element (see Figures 3-B1, 3-B2, and 3-B3 of the Traffic Study for Riverside County General Plan Roadway Classifications). The Base Case is used as the basis for evaluation of project impacts in accordance with CEQA Guidelines, including mitigation measures required to reduce impacts.

The other two scenarios follow the complete evaluation of the Base Case in this EIR section. They are presented and analyzed for information purposes resulting from two transportation-related projects that are underway at the County which could affect the project in the future if they are approved, but at present as they are both proposed and under consideration they are evaluated only as alternative scenarios. Both are reasonably foreseeable and therefore are considered in this EIR. Both are referred to as Alternative Circulation Scenarios to the Base Case.

Alternative 1 refers to a County-led General Plan Amendment (GPA) which the Board of Supervisors directed the Transportation Department to pursue on July 17, 2007 by approval of Item No. 3.62, Statement of Proceedings of the Board of Supervisors, Riverside County, California. The GPA includes changes to the classifications of Ramona Expressway and other streets, including Ramona Expressway as a grade-separated Expressway from west of Warren Road in San Jacinto to east of Rider Avenue in Perris. The Circulation Element, if the GPA is approved, would redesignate the hierarchy of several roadways. Ramona Expressway would become a grade separated, limited access highway, which means that direct access to this roadway will be limited. Where there had once been 12 intersections, there will ultimately be only three access points (on- and off-ramps) within the project area at: Reservoir Avenue, Town Center Boulevard, and Park Center Boulevard. Alternative 1 also includes the installation of the 10th Street Bridge across the San Jacinto River that will provide future access to roadways connecting to a proposed interchange at Interstate 215 and Placentia Avenue. The 10th Street Bridge will alleviate congestion on Ramona Expressway and will provide an alternate westward travel route.

Alternative 2 uses the same assumptions as Alternative 1, but evaluates Ramona Expressway as a grade-separated freeway pursuant to Riverside County Transportation Commission's (RCTC) plans for the "Mid County Parkway," a 32-mile long grade-separated freeway connecting Hemet to the I-15 Freeway near Corona. An important note is that under Alternative 2, the RCTC plans will not be converting the portions of Ramona Expressway that are located within the City of Perris to a grade separated freeway; that portion will remain an expressway. Alternative 2 is

analyzed for Phase 3 only as none of the Mid County Parkway will be in place during Phase 1 and 2 timeframes. Therefore, in the event one or both of these alternatives are approved and implemented sometime during either the entitlement of THE VILLAGES OF LAKEVIEW project or its buildout, the impacts of the project in relationship to these two proposed circulation system improvement scenarios are considered and analyzed, herein. However, since neither has been approved and are only under consideration, they are simply analyzed as alternatives in the spirit of full disclosure.

Additionally, *Addendum #1 (final) to Traffic Impact Study Report, Specific Plan No. 342, Riverside County, CA, dated September 13, 2007,* September 19, 2008 (Addendum #1) is a supplemental analysis performed on roadway intersections and segments that are located outside of the Traffic Study's study-area radius limits. The goal of the supplemental analysis iss to determine how far potentially significant impacts extend on roadways in the project vicinity apart from technical study limitations. This information can be found at the end of Threshold A where these impacts are detailed.

Lastly, *Addendum #2 (final) to Traffic Impact Study Report, Specific Plan No. 342, Riverside County, CA, dated September 13, 2007,* September 19, 2008 (Addendum #2) is a supplemental analysis performed on roadway intersections and segments to estimate, by Phase, the number of dwelling units that can be occupied before traffic mitigations are necessary for the project. This document was used by the County in the preparation of project Conditions of Approval and mitigation measures, herein.

Traffic Study Methodology

The Traffic Study evaluated each of the scenarios described above based on project phasing, as shown on **Figure 5.14-1, Conceptual Phasing Plan**, which is generally as follows (uses and quantities shown are totals for the project as of completion of the indicated phase):

- Phase 1 – 2009 – 2012
  - 860 Medium-High Density Residential Dwelling Units
  - 1,580 High Density Residential Dwelling Units
  - 190 Very High Density Residential Dwelling Units
  - 1 Elementary School
  - 100,000 Square Feet of Retail
  - 107.5 Acres of Park

- Phase 2 – 2012 – 2016
  - 1,550 Medium-High Density Residential Dwelling Units
  - 2,500 High Density Residential Dwelling Units
  - 2,720 Very High Density Residential Dwelling Units
  - 2 Elementary Schools
  - 300,000 Square Feet of Retail
  - 143.7 Acres of Park

- Phase 3 – 2016 – 2020/Buildout
  - 2,520 Medium-High Density Residential Dwelling Units
  - 3,310 High Density Residential Dwelling Units
  - 4,290 Very High Density Residential Dwelling Units
  - 1,230 Highest Density Residential Dwelling Units
  - 3 Elementary Schools
  - 400,000 Square Feet of Retail
  - 100,000 Square feet of Office/Service
  - 147.8 Acres of Park

For purposes of defining phases of development within THE VILLAGES OF LAKEVIEW (SP 342), the following planning areas are included in each phase identified in the Specific Plan, which includes a further refinement of the three phases into five phases:

Phase 1A = Planning Areas: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 14, 15, 16, 17, 19, 20, 21, 22, 26, 27, and 81.

Phase 1B = Planning Areas: 41, 53, 55, 56, 57, 58, 59, and 60.

Phase 2 = Planning Areas: 30, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48, 49, 50, 51, and 52.

Phase 3A = Planning Areas: 29, 31, 33, 34, 35, 36, 65, 73, 74, 75, 77, 78, 83, 84, 85, and 86.

Phase 3B = Planning Areas: 28, 61, 62, 63, 64, 66, 67, 68, 69, 70, and 71.

Planning area numbers missing from the sequence above are not used within SP 342.

The intent of SP 342 is to phase development in the following order, with some tolerance for overlap: 1A, 1B, 2, 3A, and 3B. If development occurs in a different order, or if there is substantial overlapping of phases, then a new traffic study shall be completed to determine if any improvements from the prior un-built phase need to be constructed to mitigate impacts caused by the phase being developed.

For purposes of cross-referencing phasing as described in THE VILLAGES OF LAKEVIEW to phasing described in the Traffic Study, the following planning areas are identified by phase in the Traffic Study:

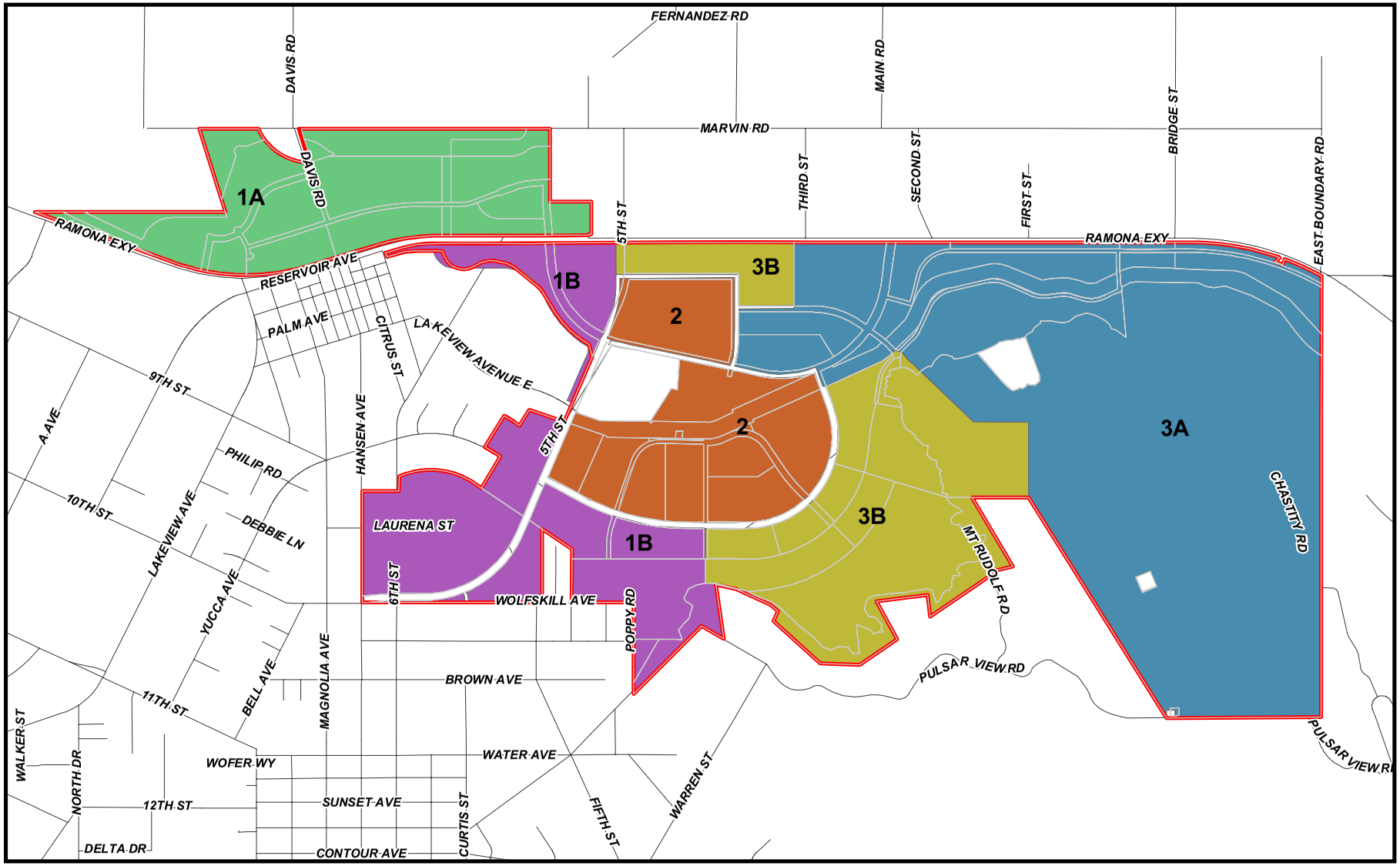
Phase 1 = Planning Areas: 1, 2, 3, 4, 5, 6, 7, 8, 10, 12, 14, 17, 19, 20, 21, 22, 26, 27, 41, 53, 55, 56, 57, 58, 59, 60, and 81

Phase 2 = Planning Areas: 9, 15, 16, 29, 30, 37, 39, 42, 43, 45, 46, 48, 49, 50, 51, 52, 76 (SP merged with 77), 77, 78, and 79 (SP merged with 73)

Phase 3 = Planning Areas: 28, 31, 33, 34, 35, 36, 61, 62, 63, 64, 66, 67, 68, 69, 70, 71, 73, and 75

The Traffic Study did not analyze the following planning areas because either (1) no development is proposed in these planning areas that would generate traffic; or (2) the planning area no longer exists due to renumbering: 38, 40, 44, 65, 72 (merged with 74), 74, 80 (merged with 83), 83, 84, 85, and 86.

All references to phasing below shall refer to project phasing.



Source: SP No. 342

N
W E
S

0 1,000 2,000 3,000 Feet

LEGEND

- Project Boundary
- Phase 1A
- Phase 1B
- Phase 2
- Phase 3A
- Phase 3B

Figure 5.14-1

Conceptual Phasing Plan

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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The objectives of the Traffic Study were to:

- Determine existing traffic conditions in the Traffic Study Area;
- Evaluate traffic generated from the proposed development for each of the analyzed phases and scenarios:
  - Phase 1
    - Base Case: existing General Plan Circulation;
    - Alternative 1: proposed Riverside County-led General Plan Circulation amendment;
  - Phase 2
    - Base Case: existing General Plan Circulation;
    - Alternative 1: proposed Riverside County-led General Plan Circulation amendment;
  - Phase 3
    - Base Case: existing General Plan Circulation;
    - Alternative 1: proposed Riverside County-led General Plan Circulation amendment;
    - Alternative 2: proposed Riverside County-led General Plan Circulation amendment plus Mid County Parkway (as none of the Mid County Parkway will be in place during Phase 1 and 2 timeframes, only Phase 3 is evaluated for Alternative Circulation Scenario 2).
- Determine traffic conditions for the following scenarios whereby "existing" represents current conditions based on actual traffic counts, "ambient growth" represents a 1% annual increase to the existing volumes, "with project" and "without project" represents the inclusion or exclusion of project-generated traffic and "cumulative projects" represents traffic generated by other probable future projects within the Traffic Study area as they are projected to chronologically coincide with THE VILLAGES OF LAKEVIEW phasing (see Table 5.14-K, Figure 5.14-8a and Figure 5.14-8b for further details):
  - Existing
  - Existing, plus ambient growth, without project for Phase 1, Phase 2, and Phase 3 Base Case;
  - Existing, plus ambient growth, with project for Phase 1, Phase 2, and Phase 3 Base Case;
  - Existing, plus ambient growth, plus cumulative projects, without project for Phase 1 Base Case, Phase 1 Alternative 1, Phase 2 Base Case, Phase 2 Alternative 1, Phase 3 Base Case, Phase 3 Alternative 1, and Phase 3 Alternative 2;
  - Existing, plus ambient growth, plus cumulative projects, plus project for Phase 1 Base Case, Phase 1 Alternative 1, Phase 2 Base Case, Phase 2 Alternative 1, Phase 3 Base Case, Phase 3 Alternative 1, and Phase 3 Alternative 2;
- Determine if the level of service (LOS) required by the applicable jurisdiction will be maintained at all affected intersections, and if not, determine the on-site and off-site mitigation measures and system management actions that will be necessary in order to maintain the required LOS;
- Identify project funding components necessary to address the implementation of off-site improvements.

The Traffic Study contains analyses of project impacts on both intersections and roadway segments within the project vicinity.

Analysis

The Traffic Study phasing analysis is based on accepted traffic engineering practice and on the Riverside County Transportation Department's *Traffic Impact Analysis Preparation Guide*.

To provide a comprehensive assessment of the potential project-related traffic impacts, two different types of traffic projection, buildup and buildout, were performed in support of this work effort.

The buildup method of traffic projections combines: 1) existing traffic counts with, 2) an ambient growth factor of 1% annually, and 3)other known development projects in the area based upon a related projects list (Table 5.14-K), with 4) the project's traffic. (The ambient growth factor is intended to account for background traffic increase that occur over time and are not included in other known development projects.) The buildup approach shows the level of service deficiencies and whether or not improvements are necessary as a result of THE VILLAGES OF LAKEVIEW (SP 342). This is the standard method used by the County of Riverside to identify near-term potential project impacts and to develop on-site and off-site improvement responsibilities.

The buildout method of traffic projection, on the other hand, relies upon a traffic model to assess future traffic impacts. The most current version of the Riverside County General Plan traffic model (originally referred to as the RCIP Traffic model) is used for the buildout method. The original RCIP traffic model was developed by the County using the Riverside/San Bernardino Western Area (RIVSAN) model structure in combination with the latest General Plan Buildout land use data. The RIVSAN traffic model is currently maintained by the Southern California Association of Governments (SCAG). The RCIP traffic model structure relies on the General Plan land use data that was certified by the County Board of Supervisors as part of the RCIP Environmental Impact Report (RCIP EIR) and is intended to identify the project impacts based on the Riverside County General Plan Buildout circulation system. Consequently, the RCIP traffic model is the only long-range regional traffic model that is appropriate for this study area to assess long-range traffic impacts. In addition, this is the traffic model used by the cities of Temecula, Murrieta, Lake Elsinore, and San Jacinto for recent traffic studies.
.
Because of its focus on identifying near-term impacts, the buildup method was used to identify project direct and cumulative impacts and traffic mitigation measures for Phase 1 and Phase 2 Base Case and Phase 1 and Phase 2 of traffic Alternative 1. (Circulation system under County-led General Plan Amendment)

The buildout method is used to determine project direct and cumulative impacts and traffic mitigation measures for Phase 3 Base Case, as well as Phase 3 with traffic Alternatives 1 and 2.

Level of Service

The traffic analysis uses the Level of Service (LOS) system of categorization to evaluate the project area roadway intersections. Traffic engineers use this LOS system of categorization to describe how well an intersection or roadway is functioning. The LOS measures several factors including operating speeds, freedom to maneuver, traffic interruptions, and average vehicle delay at intersections. The LOS approach uses a ranking system, similar to education, with level 'A' being best and level 'F' being worst. **Table 5.14-A, Level of Service (LOS) Standards**, describes LOS levels in terms the average driver can understand.

Pursuant to Riverside County Transportation Department requirements, the 2000 Highway Capacity Manual (HCM) was used to analyze the level of service at intersections. The 2000 HCM evaluates level of service at signalized intersections based upon the average control delay (in seconds) per vehicle for various movements within the intersection. As defined by the 2000 HCM, the level of service for unsignalized intersections is based upon the worst-case delay by turning movement at the intersection (in seconds) per vehicle. **Table 5.14-A** shows the criteria used to determine the level of service at intersections.

Table 5.14-A, Level of Service (LOS) Standards

Level of Service (LOS)	Signalized Intersections: Control Delay (seconds/vehicle)	Unsignalized Intersections: Control Delay (seconds/vehicle)	Qualitative LOS Description
A	$\leq$ 10	$\leq$ 10	Free flow: Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.
B	> 10 and $\leq$ 20	> 10 and $\leq$ 15	Stable flow: Operating speeds beginning to be affected by other traffic; between 1% and 10% of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.
C	> 20 and $\leq$ 35	> 15 and $\leq$ 25	Stable Flow, Increased Density: Operating speeds and maneuverability closely controlled by other traffic; between 11% and 30% of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods; recommended ideal design standards.
D	> 35 and $\leq$ 55	> 25 and $\leq$ 35	Stable Flow, High Density: Tolerable operating speeds; 31% to 70% of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods; often used as design standards in urban areas.
E	>55 and $\leq$ 80	> 35 and $\leq$ 50	Flow at or Near Capacity: maximum traffic volume an intersection can accommodate; restricted speeds; 71% to 100% of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.
F	> 80	> 50	Forced or Breakdown Flow: Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume occurring at LOS 'E' due to decreased speeds.

Source: "Highway Capacity Manual," Highway Research Board Special Report 209, National Research Council, Washington D.C., 2000.

The Riverside County General Plan, Policy C 2.1, establishes a countywide minimum target of LOS C on all county-maintained roads and conventional state highways. Exceptions allow LOS D on roadways in Community Development areas at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections and LOS E in designated community centers to the extent that it supports transit-oriented development and walkable communities. The proposed project does not include any community center designations.

The City of Perris has a General Plan Policy, Policy II.A, to maintain a target minimum LOS D along all City-maintained roads (including intersections) and LOS D along I-215 and SR-74 (including intersections with local streets and roads). An exception to the local road standard is LOS E which is allowed at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 Freeway ramps, and LOS E may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit-oriented development and walkable communities.

The City of San Jacinto General Plan (page C-17) has established a peak hour Level of Service D or better as acceptable for all intersections along the designated street and highway systems. Projects that may result in an increase in traffic must prepare a traffic analysis that evaluates long-term impacts of the project and any mitigation necessary to ensure the project achieves or maintains the peak hour intersection LOS D standard.

The Traffic Study evaluated the various intersections within the Study Area according to their respective jurisdictions and that jurisdiction's LOS standards, as described above.

Trip Generation

Trip generation represents the amount of traffic traveling to and from the proposed project. Trip generation rates are based upon a publication titled, "*Trip Generation Manual, 7th Edition*" by the Institute of Transportation Engineers (ITE, 2003). For the City Park land use category, however, the ITE trip generation manual indicated unrealistically low levels of trip generation. Therefore, trip generation rates for City Park land uses are based upon a publication titled, *"(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region"* by San Diego Association of Governments (SANDAG, 2002). This method generates higher rates of traffic than those provided in the ITE trip generation manual is believed to be more accurate for the intended uses. Use of both publications, as used in the Traffic Study for trip generation, was approved by the Riverside County Transportation Department. The peak hour rates for residential, recreational, and institutional land uses are based on the average peak hour generation rate and the directional distribution provided in the publications referenced above. For office and retail land uses, the trip generation rate is based on the fitted curve equation and the directional distribution provided in the ITE publication referenced above.

Table 5.14-B, Peak Hour Trip Generation Rates by Land Use, shows the peak hour and daily trip generation rates utilized in analyzing the proposed project, by land uses found in ITE, 2003 or SANDAG, 2002. The specific generation rates identified by ITE are based on a tabulation of development of specific traffic studies of various land uses from throughout the country. The specific generation rates identified by SANDAG are based on a compilation of many different

sources (e.g., ITE, San Diego Trip Generators, etc.). The ITE trip generation rates are standard rates preferred by many agencies but, as exemplified above, do not always offer the most applicable data. Although, for projects within the unincorporated portion of Riverside County, the Riverside County Transportation Department requires the use of ITE trip generation rates in the preparation of Traffic Studies, the rates provided by SANDAG are recognized as viable alternatives should the ITE rates not best represent a project's anticipated generation. As indicated above, the Riverside County Transportation Department approved the trip generation rates utilized in the Traffic Study based on the two acceptable sources. Therefore, these rates were used to determine the potential traffic levels that will be generated by THE VILLAGES OF LAKEVIEW Specific Plan.

Table 5.14-B summarizes the daily and peak hour trip generation rates, per unit of measurement, for the various types of proposed uses within the project. The peak hour rates are based on the average peak hour generation rate (or fitted curve equation, see footnotes), multiplied by the inbound/outbound directional distribution provided in the *Trip Generation Manual* (ITE, 2003).

Table 5.14-B, Peak Hour and Daily Trip Generation Rates by Land Use[1]

Land Use	Unit of Measurement	AM Peak Hour			PM Peak Hour			Daily
		Total	In	Out	Total	In	Out	
Single Family Detached Residence Land Use Category: 210	Dwelling Unit	0.75	0.19	0.56	1.01	0.64	0.37	9.57
Apartments Land Use Category: 220	Dwelling Unit	0.51	0.10	0.41	0.62	0.40	0.22	6.72
Condominium/Townhouse Land Use Category: 230	Dwelling Unit	0.44	0.07	0.37	0.52	0.35	0.17	5.86
Elementary School Land Use Category: 520	Students	0.42	0.23	0.19	0.28	0.13	0.15	1.29
General Office Building Land Use Category: 710[2]	100 Thousand Square Feet	1.88	1.65	0.23	1.91	0.32	1.59	13.34
Shopping Center Land Use Category: 820[2]	25 Thousand Square Feet	2.72	1.66	1.06	10.03	4.81	5.22	110.32
Shopping Center Land Use Category: 820[2]	100 Thousand Square Feet	1.57	0.96	0.61	6.26	3.00	3.26	67.91
Shopping Center Land Use Category: 820[2]	200 Thousand Square Feet	1.19	0.73	0.46	4.95	2.38	2.57	53.28
Shopping Center Land Use Category: 820[2]	275 Thousand Square Feet	1.04	0.63	0.41	4.44	2.13	2.31	47.66
City Park Land Use Category: 411	Acres	0.21[3]	0.11[3]	0.11[3]	0.14[3]	0.07[3]	0.07[3]	1.59
County Park Land Use Category: 412	Acres	0.01	0.01	0.00	0.06	0.02	0.04	2.28
Regional Park Land Use Category: 417	Acres	0.15	0.09	0.06	0.20	0.09	0.11	4.57

[1] Trip generation from *Trip Generation Manual, 7th Edition* by the Institute of Transportation Engineers (ITE), 2003.

[2] Trip generation rate for this land use derived from fitted curve equation in *Trip Generation Manual, 7th Edition* by ITE, 2003.

[3] AM/PM Peak hour data from *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* by SANDAG, 2002. This County-approved source was used to best represent the trip generation rates for City Park land uses as those provided by ITE were too low. (see text above)

Table 5.14-C, Trip Generation, summarizes the daily and peak hour trip generation for the project for all three phases combined. County-approved internal capture and pass-by discounts have been applied to the project's trip generation.

Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers access to the generator. Pass-by trips are not diverted from another roadway. ITE, 2003 recommends a forty (40) percent en-route trip reduction; however, the Riverside County Transportation Department requires a twenty-five (25) percent en-route trip reduction (more conservative), as was assumed for the commercial centers.

Internal capture discounts apply to multi-use developments. A key characteristic of a multi-use development is that trips among the various land uses can be made on site, and these internal trips are not made on the major street system. An internal capture rate can generally be defined as a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. It is important to note that these reductions are applied externally to the site (i.e., at entrances, at adjacent intersections, and on adjacent roadways).

The trip reduction for internally captured trips is separate from the reduction for pass-by trips. These are two distinct phenomena, and both could be applicable for a proposed development. The internal trips were subtracted out before pass-by trip reductions were applied.

As shown in **Table 5.14-C, Peak Hour and Daily Project Trip Generation**, THE VILLAGES OF LAKEVIEW is anticipated to generate approximately 85,021 daily trip-ends, including 5,520 trip-ends during the AM peak hour and 7,766 trip-ends during the PM peak hour.

Table 5.14-C, Peak Hour and Daily Project Trip Generation

Land Use	Qty	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Single Family Detached Residence	2,520	DU	1,890	479	1,411	2,545	1,613	932	24,116
Apartments	1,230	DU	627	123	504	763	492	271	8,266
Residential Condominium / Townhouse	7,600	DU	3,344	532	2,812	3,952	2,660	1,292	44,536
Elementary School	3,600	Stu	1,512	828	684	1,008	468	540	4,644
General Office Building	100	TSF	188	165	23	191	32	159	1,334

Shopping Center *Pass-by (25%)*	25	TSF	69 (18)	42 (11)	27 (7)	251 (63)	120 (30)	131 (33)	2,758 (690)
Shopping Center *Pass-by (25%)*	100	TSF	157 (39)	96 (24)	61 (15)	626 (157)	300 (75)	326 (82)	6,791 (1,698)
Shopping Center *Pass-by (25%)*	275	TSF	286 (71)	173 (43)	113 (28)	1,221 (306)	586 (147)	635 (159)	13,107 (3,277)
Park[2]	147.8	Acre	65	34	31	647	440	207	2,753
Total			8,010	2,394	5,616	10,678	6,459	4,219	102,640
Internal[3]			(2,490)	(1,245)	(1,245)	(2,912)	(1,456)	(1,456)	(17,619)
TOTAL EXTERNAL			5,520	1,149	4,371	7,766	5,003	2,763	85,021

[1] DU = Dwelling Unit, Stu = Student, TSF = Thousand Square Feet.
[2] Park trip generation is a combination of City Park, County Park, Regional Park, and potential soccer fields.
[3] Internal capture calculations are included in Appendix E of the Traffic Study.

Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is influenced by the geographical location of the site, type of land use in the study area, such as shopping centers and recreational sites, and proximity to the regional freeway system. The directional orientation of traffic for the proposed project was determined by the Riverside County Transportation Department based upon the existing roadway system, existing traffic patterns, and proximity of local urban centers.

The current orientation of the roadways within the Lakeview community has Ramona Expressway as the major east-west arterial, from San Jacinto to Perris, through the project area, with multiple street intersections. Additionally, Lakeview Avenue provides a southerly passage from the project area connecting from Ramona Expressway to Nuevo Road heading west and to Menifee Road heading south. See **Figure 5.14-1a, Study Area Intersection Locations** and **Figure 5.14-2, Project Vicinity Intersection Locations** for a graphical representation of these roadways and their respective access points. **Figure 5.14-3, Project Location Map** shows the 5-mile radius within which impacts were evaluated.

Additionally, Riverside County is in the process of preparing a General Plan Amendment (GPA) for the Circulation Element in the project vicinity. The "Alternative 1" and "Alternative 2" scenarios addressed in the Traffic Study, and referenced herein, are based on the assumption that this proposed GPA for the Circulation Element for the Lakeview/Nuevo area is approved in anticipation of the projected growth patterns for this area. The Circulation Element, if the GPA is approved, would redesignate the hierarchy of several roadways. Ramona Expressway would become a grade separated, limited access expressway, which means that direct access to this roadway will be limited. Where there had once been 12 intersections, there will ultimately be only three access points (on- and off-ramps) within the project area at: Reservoir Avenue, Town Center Boulevard, and Park Center Boulevard. The Alternative scenarios also include the installation of the 10th Street Bridge across the San Jacinto River that will provide future access to roadways connecting to a proposed interchange at Interstate 215 and Placentia Avenue. The

10th Street Bridge will alleviate congestion on Ramona Expressway and will provide an alternate westward travel route.

The County is also evaluating the Mid County Parkway project which would construct a 32-mile long freeway connecting Hemet to the I-15 Freeway near Corona (Ramona Expressway would remain an expressway in the City of Perris), and would generally be located along the Ramona Expressway alignment in the area of the Project. Because this project is still under County environmental review and will require federal environmental review, if approved, construction would not start until 2011 at the earliest, according to the Mid County Parkway website. Therefore, the addition of the Mid County Parkway to the county's Circulation Element is considered as Alternative Circulation Scenario 2 and is only analyzed in Phase 3 of the project. Therefore, "Alternative" analyses have been prepared for the three phases of development for THE VILLAGES OF LAKEVIEW Specific Plan ("Alternative 1" for Phases 1, 2, and 3, and "Alternative 2" for Phase 3). The widening of Ramona Expressway to implement the Mid County Parkway is not a part of the project.

Modal Split

"Modal split" refers to different "modes" of transportation such as automobiles, transit, bicycles, etc. The traffic-reducing potential of public transit has not been considered in this study. Therefore, the traffic projections provided in this report are considered conservative since public transit could reduce traffic volumes in the project area.

Bus transit service to the project area is provided by Riverside Transit Agency (RTA). Currently no routes operate through the Lakeview/Nuevo area. The nearest route (Bus Route No. 41) runs from Mead Valley Community Center to the Riverside County Regional Medical Center, along a route that crosses Ramona Expressway at Evans Road and is located approximately 4.5 miles west of the project site.

Currently, commuter rail service does not extend into this area of Riverside County. However, RCTC is working to develop the Perris Valley Line Commuter Rail Project, a 22.7-mile extension of the Metrolink 91 Line service from Riverside to Los Angeles. The extension would begin at the existing Downtown Riverside Station and proceed northeast for approximately two miles through the city of Riverside before turning southeast along I-215 and ending in the city of Perris.

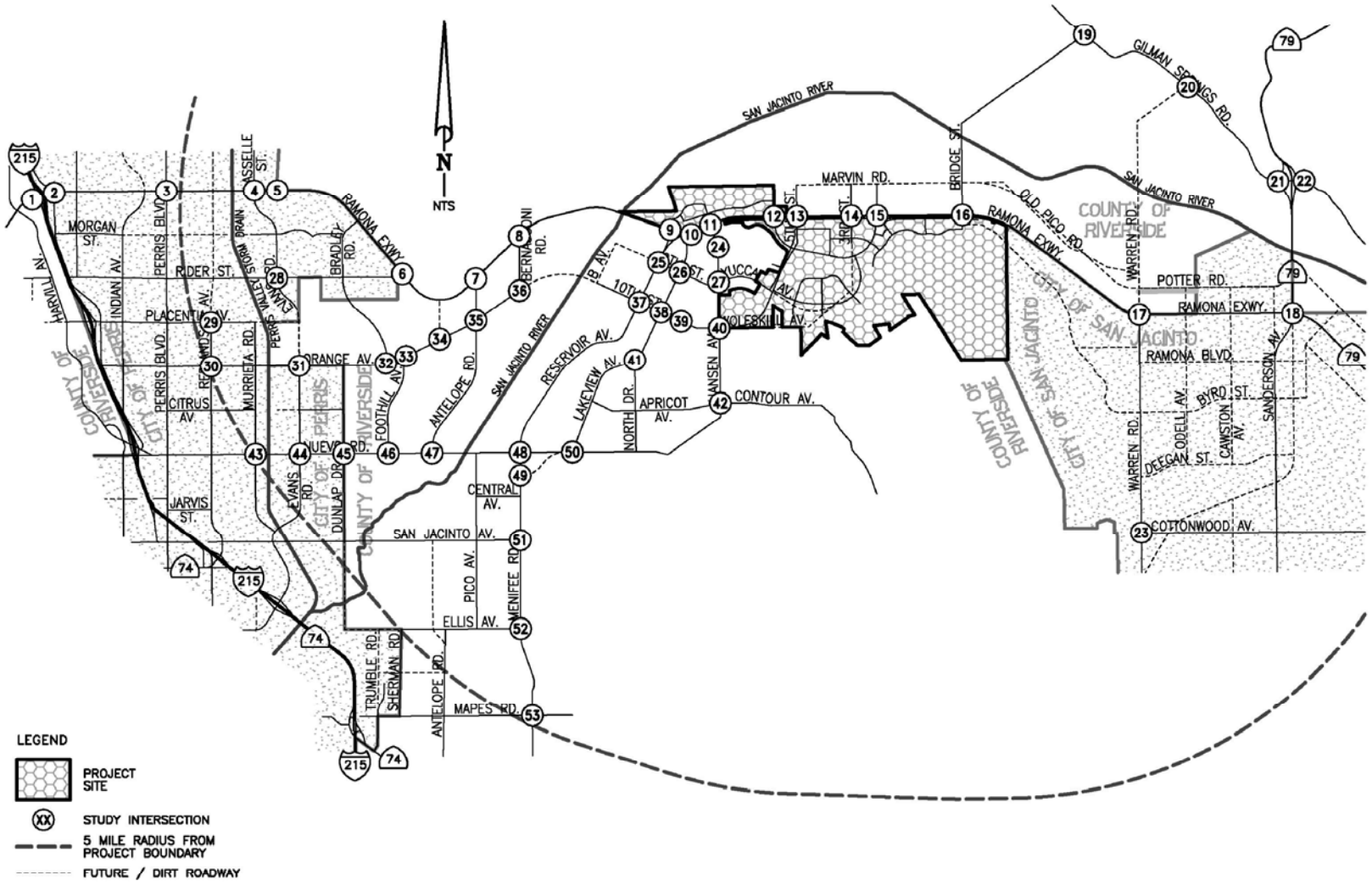


Figure 5.14-1a

Off-Site Study Intersection Locations

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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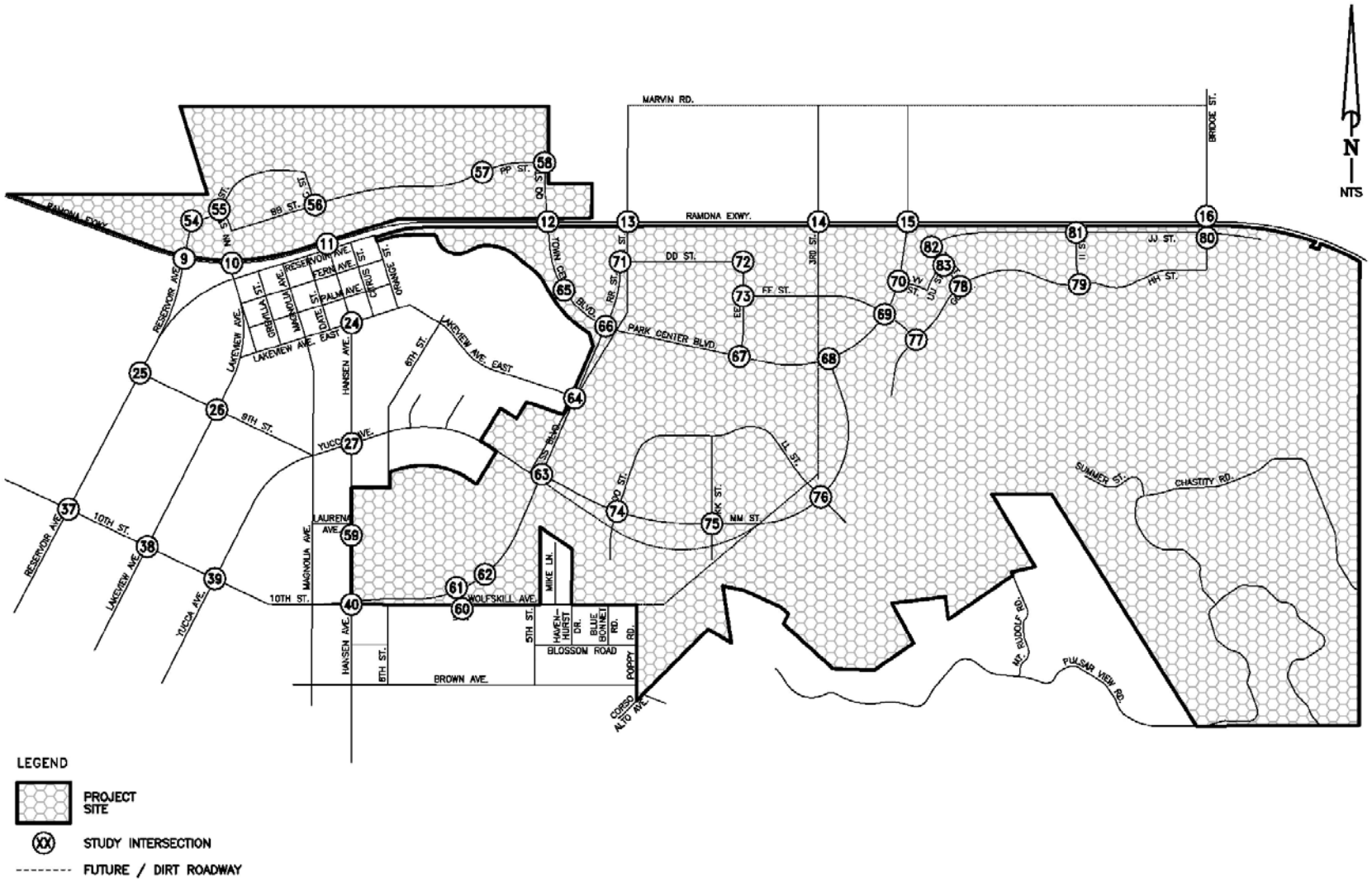


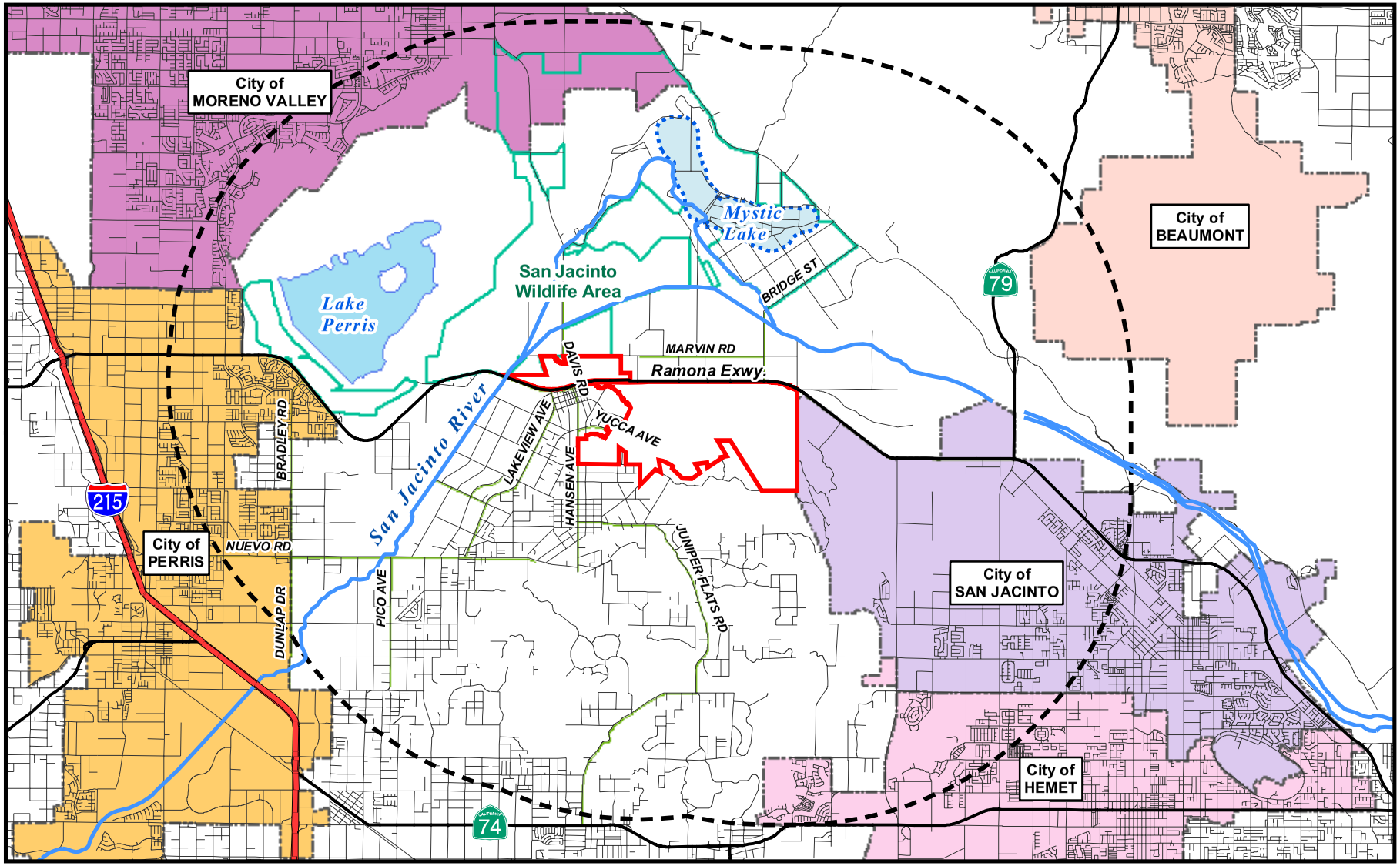
Figure 5.14-2

Project Vicinity Intersection Locations

The Villages of Lakeview EIR No. 471

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Source: County of Riverside GIS, 2007

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LEGEND

- Project Boundary
- 5 Mile Radius from Project Boundary
- Existing Roads

Figure 5.14-3

Project Location Map

The Villages of Lakeview EIR No. 471

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Assessed Project

The County of Riverside General Plan Circulation Element identifies key road alignments within the County. Ramona Expressway traverses east and west through the project area, it is considered an anchor within the circulation system. Various secondary and higher classification roads connect with the Ramona Expressway and serve local uses.

THE VILLAGES OF LAKEVIEW Specific Plan circulation plan includes additional roadways that will connect residential and mixed-use planning areas to each other and to Ramona Expressway directly and indirectly. New roads, both public and private, will have to be constructed as a result of the project. See **Figure 5.14-3a, THE VILLAGES OF LAKEVIEW Specific Plan Circulation Plan**.

General Plan

The current land use designations for the project site set forth by the General Plan's Lakeview/Nuevo Area Plan Land Use Designations as shown on **Figure 5.14-4, RCIP General Plan Land Use Designation**, include:

- Agriculture (AG) with and without a Community Development Overlay (CDO)
- Rural Residential (RR) with a Community Development Overlay
- Low Density Residential – Rural Community (LDR-RC)
- Very Low Density Residential – Rural Community (VLDR-RC)
- Rural Mountainous (RM)
- Low Density Residential – Community Development (LDR-CD)
- Open Space Conservation (OS-C)
- Commercial Retail (CR)

The project proposes a GPA to place a Community Development Overlay (CDO) over most of the project site not already within the CDO; and the RM lands will be changed to OS-C. With the GPA, THE VILLAGES OF LAKEVIEW Specific Plan would establish land use designations similar to the Riverside County General Plan's designations for:

- Medium-High Density Residential (MHDR)
- High Density Residential (HDR)
- Very High Density Residential (VHDR)
- Highest Density Residential (HHDR)
- Open Space Conservation (OS-C)
- Parks
- Public Facilities

Specific Plan

THE VILLAGES OF LAKEVIEW Specific Plan project proposes a master planned community that includes:

- 2,520 Medium-High Density Residential Dwelling Units
- 3,310 High Density Residential Dwelling Units
- 2,420 Very High Density Residential Dwelling Units
- 3,100 Mixed-Use Dwelling Units
- 500,000 Square Feet of Commercial
- Approximately 150 Acres in Parks

For purposes of the Traffic Study analysis, further refinement of the uses was evaluated as follows:

- 2,520 Medium-High Density Residential Dwelling Units
- 3,310 High Density Residential Dwelling Units
- 4,290 Very High Density Residential Dwelling Units (includes Very High plus mixed-use dwelling units)
- 1,230 Highest Density Residential Dwelling Units (includes Very High plus mixed-use dwelling units)
- 3 Elementary Schools
- 400,000 Square Feet of Retail
- 100,000 Square Feet of Office/Service
- 147.8 Acres in Parks

It is anticipated that development of THE VILLAGES OF LAKEVIEW will occur in three phases; Phase 1 (2009–2012), Phase 2 (2012–2016), and Phase 3 (2016–2020/Buildout). The project's traffic impacts are analyzed for each phase based on the total number of units and square footage of development anticipated to be complete by the end of each phase as shown in **Table 5.14-D, Project Totals as of Development Completion by Phase**.

Table 5.14-D, Project Totals as of Development Completion by Phase

Type of Development	Unit[1]	Total Development by Completion of:		
		Phase 1 – 2012	Phase 2 – 2016	Phase 3 – 2020
Medium-High Density Residential	DU	860	1,550	2,520
High Density Residential	DU	1,580	2,500	3,310
Very High Density Residential	DU	190	2,720	4,290
Highest Density Residential	DU	- -	- -	1,230
Elementary Schools	Students	1	2	3
Retail	TSF	100	300	400
Office/Service	TSF	- -	- -	100
Park	Acres	107.5	143.7	147.8

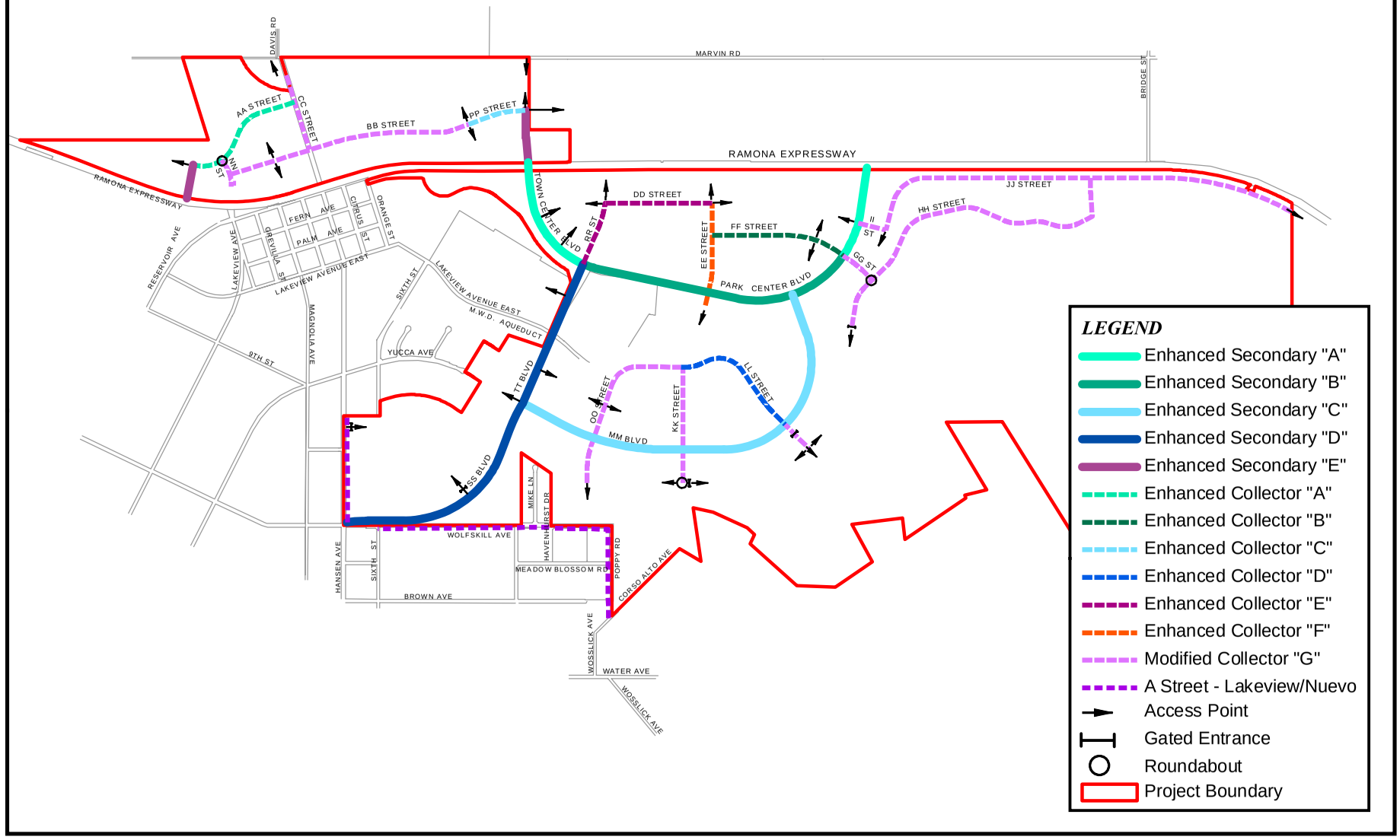
[1]DU = Dwelling Units, TSF = Thousand Square Feet.

Setting

Project Area

The proposed project site is located in an unincorporated area of Riverside County known as Lakeview/Nuevo. The project is situated between the Lakeview Mountains and San Jacinto River, and is adjacent to the San Jacinto Wildlife Area (as indicated on **Figure 5.14-3, Project Location Map**). The site consists of approximately 2,800 acres along the north and south sides of Ramona Expressway. More precisely, the project is situated east of the city of Perris and directly west of the city of San Jacinto. As per the Riverside County Integrated Project (RCIP) General Plan and the Lakeview/Nuevo Area Plan, the designated land uses across the project site consist of Agriculture with a Community Development Overlay, Rural Residential with a Community Development Overlay, Low Density Residential, Very Low Density Residential, Rural Mountainous, Open Space Conservation, and Commercial Retail. The project site's current and historic uses include less than five residences, a chicken ranch, the Metropolitan Water District (MWD) aqueduct and basin, a thoroughbred farm, an abandoned RV park, and dry land and irrigated farmland.

The Lakeview/Nuevo Area Plan's Land Use Designations surrounding the project site include: Medium Density Residential, Commercial Retail, Light Industrial, and Very Low Density Residential to the south and west; Agriculture and Conservation – Habitat to the north; and to the east in the city of San Jacinto and their adjacent land use designations include Open Space and Estate Residential. The current use of the surrounding properties includes vacant land, dry land and irrigated farmland and other agricultural land, dairy farms, an agricultural products (Nutrilite) processing plant, and a few other local commercial uses.



Source: SP No. 342

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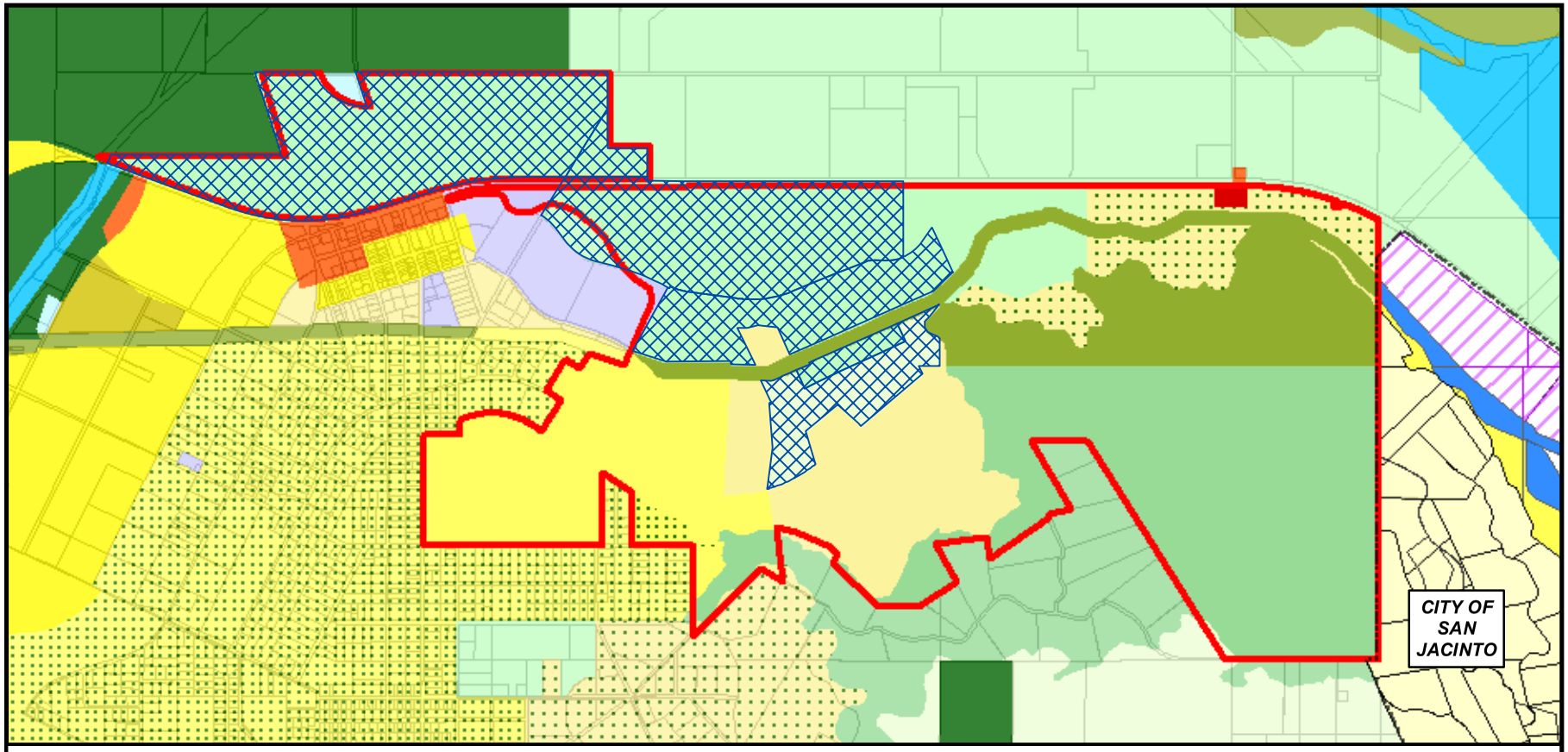
ALBERT A. WEBB ASSOCIATES

Figure 5.14-3a

The Villages of Lakeview Specific Plan Circulation Plan

The Villages of Lakeview EIR No. 471

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LEGEND

Project Boundary

RCIP Land Use

- Estate Residential (Rural Community)
- Very Low Density Residential
- Very Low Density Residential (Rural Community)
- Low Density Residential
- Low Density Residential (Rural Community)
- Medium Density Residential
- Medium High Density Residential
- Rural Residential
- Rural Mountainous
- Public Facilities
- Light Industrial
- Commercial Retail
- Agriculture
- Conservation
- Conservation Habitat
- Water
- Community Developement Overlay

City of San Jacinto GP Land Use

- Estate Residential
- Low Density Residential
- River
- Gateway Area SP

Sources: Riverside County RCIP, Updated Nov. 2007; City of San Jacinto Draft General Plan, Feb. 2007.

ALBERT A. WEBB ASSOCIATES

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Figure 5.14-4

General Plan Land Use Designations

The Villages of Lakeview EIR No. 471

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Study Area

According to the Traffic Impact Analysis Preparation Guide for the County of Riverside, the minimum area to be studied shall include any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips, not exceeding a 5-mile radius from the project site. **Figure 5.14-1, Study Area Intersection Locations**, shows that the westernmost boundary reaches beyond the five-mile radius to include the intersection of Perris Boulevard at Ramona Expressway and the Interstate 215 freeway ramps at Ramona Expressway. The easternmost intersections within the five-mile radius include Ramona Expressway at State Route 79 and the State Route 79 ramps at Gilman Springs Road. To the north, circulation is limited by the Lake Perris State Park and San Jacinto Wildlife Area; the only northern extension is to the northeast at the intersection of Bridge Street and Gilman Springs Road. The southernmost intersection within the 5-mile radius is Menifee Road at Mapes Road (see **Figure 5.14-1**).

The traffic study area is located in the Riverside County General Plan's Lakeview/Nuevo Planning Area. **Figure 5.14-1** and **Figure 5.14-2** identify the existing and future study area roadways. The following roadways, among others, provide service to the project area:

Freeway:

- **Interstate 215.** The Interstate 215 freeway is located to the west of the project site and ranges from four- to six-lanes. It connects the area with the Riverside and San Bernardino areas to the north, and Murrieta, Temecula, and Interstate 15 to the south. The Interstate 215 freeway interchanges that serve the project site are located at Cajalco/Ramona Expressway, Oleander, and at SR-74.

- **Future Mid County Parkway.** Ramona Expressway has been identified as the preferred Corridor Alternative in the RCIP General Plan's Mead Valley Area Plan. The Mid County Parkway is a proposed 32-mile transportation corridor that will relieve traffic congestion for east-west travel in western Riverside County between the San Jacinto/Hemet and Corona /Lake Elsinore areas.

Expressway:

- **Ramona Expressway.** Ramona Expressway (which becomes Cajalco Expressway west of Interstate 215) is an east-west road located through the project site. Designated as an Expressway (six- to eight-lane divided road) with an ultimate 184- to 220-foot right-of-way in the RCIP General Plan's Circulation Element, Ramona Expressway provides direct access to Interstate 215 to the west. Ramona Expressway is currently a 4-lane divided highway beginning east of the I-215 to Rider Street, and a 2-lane undivided road east of Rider through the project site. Cajalco/Ramona Expressway has been identified as the San Jacinto/Hemet to Corona/Lake Elsinore Transportation Corridor, known as the Mid County Parkway (described above).

- **State Highway 79.** Highway 79 is a north-south roadway that extends from the north, at Interstate 10, through the San Jacinto/Hemet area until it connects with State Route 74, to the south. Full connections to Interstate 15 are planned in Temecula. The Riverside County Lakeview/Nuevo Area Plan Circulation Element classifies this roadway as an Expressway (eight-lane divided road) with an ultimate 184- to 220-foot right-of-way.

- **Warren Road.** Warren Road is a north-south roadway located east of the project site that extends from Ramona Expressway, to the north, through the San Jacinto/Hemet area until it connects with the Dominagoni Parkway, to the south. The Riverside County Lakeview/Nuevo Area Plan Circulation Element proposes this roadway to be the SR-79 Re-alignment alternative that would classify this roadway as an Expressway (eight-lane divided road) with an ultimate 184- to 220-foot right-of-way.

Urban Arterial:

- **Reservoir/Menifee Road.** Reservoir Road is a north-south roadway that transitions into Menifee Road at Nuevo Road. It begins at Ramona Expressway and continues south into the unincorporated community of Menifee. This roadway is classified by the Lakeview/Nuevo Area Plan Circulation Element as an Urban Arterial Highway (six-lane divided road) with an ultimate 152-foot right-of-way.

- **Nuevo Road.** Nuevo Road is an east-west roadway that connects Interstate 215, to the west, with Montgomery Avenue, to the east. Nuevo Road is an Arterial Highway (four-lane divided road) with an ultimate 128-foot right-of-way, from Interstate 215 to Dunlap Drive, where it converts to an Urban Arterial Highway (four-lane divided road) with an ultimate 118-foot right-of-way, until its intersection with Lakeview Avenue. From Lakeview Avenue to Montgomery Avenue it is a Major Highway (four-lane divided road) with an ultimate 118-foot right-of-way.

Arterial:

- **Evans Road.** Evan Road is a north-south roadway that connects Rider Street, at the north, with Ellis Avenue, at the south. This roadway is classified by the Lakeview/Nuevo Area Plan Circulation Element as an Arterial Highway (four-lane divided road) with an ultimate 128-foot right-of-way.

- **Gilman Springs Road.** Gilman Springs Road is a northwest-southeast roadway that connects Interstate 60, at the north, past SR-79 to State, at the south. This roadway is classified by the Lakeview/Nuevo Area Plan Circulation Element as an Arterial Highway (four-lane divided road) with an ultimate 128-foot right-of-way.

Majors:

- **Bridge Street.** Bridge Street is a north-south roadway that connects Ramona Expressway, at the south, with Gilman Springs Road, at the north. This roadway is classified by the Lakeview/Nuevo Area Plan Circulation Element as a Major Highway (four-lane divided road) with an ultimate 118-foot right-of-way.

- **Hansen Avenue.** Hansen Avenue is a north-south roadway that connects Ramona Expressway, at the north, with Montgomery Avenue, at the south. This roadway is classified by the Lakeview/Nuevo Area Plan Circulation Element as a Major Highway (four-lane divided road) with an ultimate 118-foot right-of-way. However, it is the County's intent to maintain this roadway at a level consistent with the Lakeview/Nuevo Rural Design Guidelines.

- **10th Street.** 10th Street is an east-west roadway that connects B Street, at the west, with Brownfield Drive, at the east. This roadway is classified by the Lakeview/Nuevo Area Plan Circulation Element as a Major Highway (four-lane divided road) with an ultimate 118-foot right-of-way.

- **9th Street.** 9th Street is a north-south roadway that connects 9th Street, at the north, with 10th Street, at the south. This roadway is classified by the Lakeview/Nuevo Area Plan Circulation Element as a Major Highway (four-lane divided road) with an ultimate 118-foot right-of-way.

- **Brownfield Drive.** Brownfield Drive is a north-south roadway that connects Ramona Expressway, at the north, with 10th Street, at the south. This roadway is classified by the Lakeview/Nuevo Area Plan Circulation Element as a Major Highway (four-lane divided road) with an ultimate 118-foot right-of-way.

- **5th Street.** 5th Street is a north-south roadway that connects Ramona Expressway, at the north, with Yucca Avenue, at the south. This roadway is classified by the Lakeview/Nuevo Area Plan Circulation Element as a Major Highway (four-lane divided road) with an ultimate 118-foot right-of-way.

- **Pico Avenue.** Pico Avenue is a north-south roadway that connects Ramona Expressway, at the north, with Nuevo Road, at the south. This roadway is classified by the Lakeview/Nuevo Area Plan Circulation Element as a Major Highway (four-lane divided road) with an ultimate 118-foot right-of-way.

Secondary:

- **Rider Street.** Rider Street is an east-west roadway that connects Ramona Expressway, at the east, to its terminus just before Interstate 215, at the west. This roadway is classified by the Lakeview/Nuevo Area Plan Circulation Element as a Secondary Highway (four-lane road), from Interstate 215 to Evans Road, and as a Collector Street, from Evans Road to Ramona Expressway, with ultimate 100- and 74-foot rights-of-way, respectively.

  Juniper Flats Road. Juniper Flats Road is currently a two-lane road designated by the General Plan as a secondary road (four-lane road with an ultimate 100-foot right-of-way) that runs north-south and connects to Highway 74, in Homeland to the south. To the north, it connects to Contour Avenue and Hansen Avenue in Nuevo, thus discouraging through-traffic from outside the Lakeview/Nuevo and Juniper Flats areas.

Existing Conditions

The existing intersection levels of service and delays are based upon actual AM and PM peak hour traffic counts conducted by Counts Unlimited, Inc. and Southland Car Counters. Traffic counts were performed on a Tuesday, Wednesday, or Thursday between the dates of September 27 and December 9, 2005. Counts were not performed on any holiday or the days before or after a holiday. **Figure 5.14-5, Existing Average Daily Traffic**, shows the existing average daily traffic (ADT) volumes which are estimated from the PM peak hour counts. The PM peak hour volume was assumed to be 10 percent of the ADT volume.
As shown in **Table 5.14-E, Intersection Level of Service – Existing Conditions**, the existing levels of service for the study area intersections vary from LOS A to F. Five intersections currently operate at unacceptable levels of service. Of the five intersections that currently do not meet the applicable LOS standard, one each are located in city of Perris and city of San Jacinto, with the remaining three located in Riverside County. These intersections are:

4. Evans Road/Ramona Expressway
10. Lakeview Avenue/Ramona Expressway
11. Hansen Avenue/Ramona Expressway
18. Sanderson Avenue/Ramona Expressway
21. SR-79 SB Ramps/Gilman Springs Road

Table E, Intersection Level of Service – Existing Conditions

Intersection	Jurisdiction/ Allowable LOS	Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1. I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	24	C	45.6	D
2. I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	24.2	C	20.4	C
3. Perris Blvd. / Ramona Exwy.	Perris/E	Signal	35.8	D	36.4	D
4. Evans Rd. / Ramona Exwy.	Perris/E	Signal	132.1	F	48.7	D

Table E, Intersection Level of Service – Existing Conditions

Intersection	Jurisdiction/ Allowable LOS	Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
5. Lake Perris Dr. / Ramona Exwy.	Perris/E	Signal	8.8	A	7.1	A
6. Rider St. / Ramona Exwy.	Perris/E	Signal	13.4	B	13.3	B
7. Antelope Rd. / Ramona Exwy.	Riv. Co./D	Does Not Exist				
8. Bernasconi Rd. / Ramona Exwy.	Riv. Co./D	Does Not Exist				
9. Reservoir Ave. / Ramona Exwy.	Riv. Co./D	Does Not Exist				
10. Lakeview Ave. / Ramona Exwy.	Riv. Co./D	TWSC	30.8	D	44.1	**E**
11. Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	57.2	**F**	39.6	**E**
12. Town Center Blvd. / Ramona Exwy.	Riv. Co./D	Does Not Exist				
13. 5th St. / Ramona Exwy.	Riv. Co./D	TWSC	12.0	B	15.2	C
14. 3rd St. / Ramona Exwy.	Riv. Co./D	TWSC	14.4	B	16.5	C
15. Park Center Blvd. / Ramona Exwy.	Riv. Co./D	Does Not Exist				
16. Bridge St. / Ramona Exwy.	Riv. Co./D	TWSC	20.4	C	15.4	C
17. Warren Rd. / Ramona Exwy.	Perris/E	Signal	24	C	45.6	D
18. Sanderson Ave. / Ramona Exwy.	Perris/E	Signal	24.2	C	20.4	C
19. Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	15.5	C	14.6	B
20. Warren Rd. / Gilman Springs Rd.	Riv. Co./D	Does Not Exist				
21. SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	34.4	D	154.5	F
22. SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	33.1	D	34.9	D
23. Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	21.9	C	23.1	C
24. Hansen Ave. / Lakeview Ave. East	Riv. Co./D	TWSC	10.3	B	10.4	B
25. Reservoir Ave. / 9th St.	Riv. Co./D	TWSC	9.7	A	8.7	A
26. Lakeview Ave. / 9th St.	Riv. Co./D	AWSC	8.9	A	8.3	**A**
27. Hansen Ave. / Yucca Ave.	Riv. Co./D	TWSC	10.2	B	11.3	**B**
28. Evans Rd. / Rider St.	Perris/D	Signal	22.2	C	22.1	C
29. Redlands Ave. / Placentia Ave.	Perris/D	TWSC	11.3	B	13.6	B
30. Redlands Ave. / Orange Ave.	Perris/D	AWSC	11.3	B	14.0	B
31. Evans Rd. / Orange Ave.	Perris/D	TWSC	14.2	B	10.5	B
32. Bradley Rd. / Orange Ave.	Riv. Co./D	Does Not Exist				
33. Foothill Ave. / Orange Ave.	Riv. Co./D	Does Not Exist				
34. Antelope Rd. West / Orange Ave.	Riv. Co./D	Does Not Exist				

Table E, Intersection Level of Service – Existing Conditions

Intersection	Jurisdiction/ Allowable LOS	Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
35. Antelope Rd. East / Orange Ave.	Riv. Co./D	Does Not Exist				
36. Bernasconi Rd. / Orange Ave.	Riv. Co./D	Does Not Exist				
37. Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	13.2	B	8.4	A
38. Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	24.9	C	9.0	A
39. Yucca Ave. / 10th St.	Riv. Co./D	TWSC	11.5	B	9.7	A
40. Hansen Ave. / 10th St. – Wolfskill Ave.	Riv. Co./D	TWSC	12.5	B	10.5	B
41. North Dr. / Lakeview Ave.	Riv. Co./D	TWSC	11.4	B	10.6	B
42. Hansen Ave. / Contour Ave.	Riv. Co./D	AWSC	9.1	A	8.3	A
43. Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	15.1	C	18.6	C
44. Evans Rd. / Nuevo Rd.	Perris/D	TWSC	10.5	B	10.4	B
45. Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	15.2	C	17.6	C
46. Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	12.9	B	15.8	C
47. Antelope Rd. / Nuevo Rd.	Riv. Co./D	Does Not Exist				
48. Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	14.9	B	15.2	C
49. Menifee Rd. / Nuevo Rd. (realigned)	Riv. Co./D	Does Not Exist				
50. Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	11.8	B	12.8	B
51. Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	10.6	B	11.9	B
52. Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	12.8	B	12.6	B
53. Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	14.3	B	16.8	C

[1] TWSC = Two Way Stop Control; AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

As shown in **Table 5.14-F, Street Segment Level of Service – Existing Conditions** the existing levels of service for the study area street segments vary from LOS A to D. None of the study area street segments operate at an unacceptable level of service.

Table 5.14-F, Street Segment Level of Service – Existing Conditions

Street Segment	Jurisdiction/ Allowable LOS	Roadway Classification	Lanes	ADT	V/C[1]	LOS
Ramona Expressway						
I-215 to Perris Blvd.	Perris/D	Expressway	4	25,100	0.61	B
Perris Blvd. to Evans Rd.	Perris/D	Expressway	4	21,400	0.52	A
Evans Rd. to Lake Perris Dr.	Perris/D	Expressway	4	15,300	0.37	A
Lake Perris Dr. to Rider St.	Perris/D	Expressway	4	14,900	0.36	A
Rider St. to Lakeview Ave.	Riv.Co./C	Expressway	2	13,000	0.66	≤C
Lakeview Ave. to Hansen Ave.	Riv.Co./C	Expressway	2	13,200	0.67	≤C
Hansen Ave. to 5th St.	Riv.Co./C	Expressway	2	11,900	0.60	≤C
5th St. to 3rd St.	Riv.Co./C	Expressway	2	12,000	0.61	≤C
3rd St. to Bridge St.	Riv.Co./C	Expressway	2	12,100	0.61	≤C
Bridge St. to Warren Rd.	Riv.Co./C	Expressway	2	12,900	0.65	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	Expressway	2	15,600	0.79	≤C
Gilman Springs Road						
Bridge St. to SR-79	Riv.Co./C	Arterial	2	9,300	0.52	≤C
9th Street						
Reservoir Avenue to Lakeview Ave.	Riv.Co./C	Secondary	2	600	0.05	≤C
Lakeview Ave. to Yucca Ave.	Riv.Co./C	Secondary	2	500	0.04	≤C
Yucca Ave.						
9th St. to Hansen Ave.	Riv.Co./C	Secondary	2	600	0.05	≤C
Rider Street					0.14	
Evans Rd. to Ramona Exwy.	Perris/D	Arterial	4	4,900		A
Placentia Avenue						
Redlands Ave. to Evans Rd.	Perris/D	Arterial	2	300		A
Orange Avenue						
Redlands Ave. to Evans Rd.	Perris/D	Secondary	2	6,200		A
Evans Rd. to Dunlap Rd.	Perris/D	Secondary	2	2,700		A
10th Street						
Reservoir Ave. to Lakeview Ave.	Riv.Co./C	Major	2	1,300		≤C
Lakeview Ave. to Yucca Ave.	Riv.Co./C	Major	2	1,300		≤C
Yucca Ave. to Hansen Ave.	Riv.Co./C	Major	2	1,000		≤C
Nuevo Road						
Murrieta Rd. to Evans Rd.	Perris/D	Arterial	2	7000		A
Evans Rd. to Dunlap Rd.	Perris/D	Arterial	2	6800		A
Dunlap Rd. to Foothill Ave.	Riv.Co./C	Urban Arterial	2	10,700		≤C
Foothill Ave. to Menifee Rd.	Riv.Co./C	Urban Arterial	2	10,200		≤C

Table 5.14-F, Street Segment Level of Service – Existing Conditions

Street Segment	Jurisdiction/ Allowable LOS	Roadway Classification	Lanes	ADT	V/C[1]	LOS
Menifee Rd. to Lakeview Ave.	Riv.Co./C	Urban Arterial	2	8,100	0.45	≤C
Redlands Avenue						
Orange Ave. to Placentia Ave.	Perris/D	Secondary	4	3,600	0.10	A
Evans Road						
Nuevo Rd. to Orange Ave.	Perris/D	Arterial	2	300	0.02	A
Orange Ave. to Rider St.	Perris/D	Arterial	2	600	0.03	A
Rider St. to Ramona Exwy.	Perris/D	Arterial	4	8,000	0.22	A
Dunlap Drive						
Nuevo Rd. to Orange Ave.	Perris/D	Secondary	2	2,000	0.11	A
Foothill Avenue						
Nuevo Rd. to Orange Ave.	Riv.Co./C	Secondary	2	800	0.06	≤C
Menifee Road						
Mapes Rd. to Ellis Ave.	Riv.Co./C	Urban Arterial	2	6,200	0.34	≤C
Ellis Ave. to San Jacinto Ave.	Riv.Co./C	Urban Arterial	2	5,900	0.33	≤C
San Jacinto Ave. to Nuevo Rd.	Riv.Co./C	Urban Arterial	2	6,700	0.37	≤C
Reservoir Avenue						
10th St. to 9th St.	Riv.Co./C	Urban Arterial	2	700	0.04	≤C
Lakeview Avenue						
Nuevo Rd. to North Dr.	Riv.Co./C	Collector	2	5,300	0.41	≤C
North Dr. to 10th St.	Riv.Co./C	Collector	2	5,500	0.42	≤C
10th St. to 9th St.	Riv.Co./C	Collector	2	4,900	0.38	≤C
9th St. to Ramona Exwy.	Riv.Co./C	Collector	2	3,400	0.26	≤C
Hansen Avenue						
Contour Ave. to 10th St.	Riv.Co./C	Major	2	3,100	0.18	≤C
10th St. to Yucca Ave.	Riv.Co./C	Major	2	3,200	0.19	≤C
Yucca Ave. to Lakeview Ave. East			2	3,100	0.18	≤C
Lakeview Ave. East to Ramona Exwy.	Riv.Co./C	Major	2	2,600	0.15	≤C
Bridge Street						
Ramona Exwy. To Gilman Springs Rd.	Riv.Co./C	Major	2	600	0.04	≤C
Warren Road						
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	Arterial	2	8,800	0.49	≤C
Sanderson Avenue						
Ramona Exwy. To Gilman Springs Rd.	San Jacinto/D	Expressway	4	25,000	0.61	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

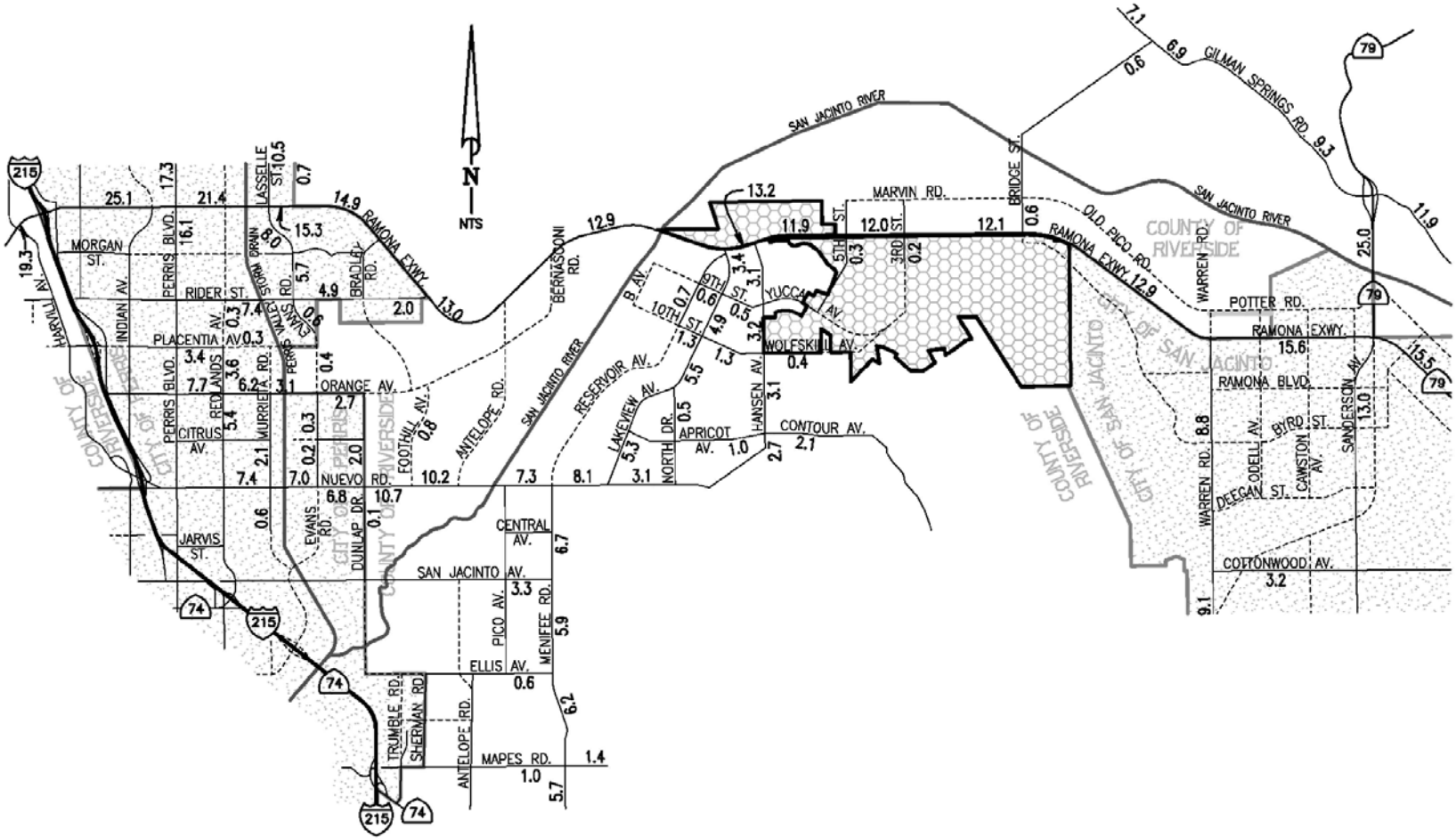


Figure 5.14-5

Existing Average Daily Traffic (ADT)

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Thresholds of Significance

The Riverside County Planning department has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. However, the Riverside County Planning Department's "Environmental Checklist" for the subject project (see Appendix A (CD #3) of this document) indicates that impacts related to transportation/traffic may be considered potentially significant if the proposed project would:

- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways *(exceed LOS D)*.
- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system *(i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).*
- Cause an effect upon, or a need for new or altered maintenance of roads.
- Cause an effect upon circulation during the project's construction.
- Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Due to the repetitive nature of the information and analysis presented herein, the first two thresholds above will be combined and analyzed simultaneously. The following thresholds are used for analysis of the traffic-related impacts resulting from THE VILLAGES OF LAKEVIEW project:

A. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways and/or cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. For the purposes of this analysis, the following definitions are used:
   - LOS D is the level of service standard used for County and City of San Jacinto roads and intersections and for City of Perris other than, LOS E is used in the City of Perris at intersections of any Arterials and Expressways with Ramona-Cajalco Expressway or at I-215 Freeway ramps;
   - An increase of 10% or greater in average daily traffic (ADT) is considered substantial in relation to the existing traffic load;
   - With regards to roadway segments, traffic that results in the need for one or more additional lanes in order to accommodate vehicular capacity to maintain the acceptable LOS is considered substantial; and
   - If an intersection needs additional lanes and/or the installation of a traffic signal in order to accommodate vehicular capacity to maintain the acceptable LOS is considered substantial.

B. Cause an effect upon, or a need for new or altered maintenance of roads.

C. Cause an effect upon circulation during the project's construction.

D. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

It should be noted that throughout this section the term "substantial" is used when determining if traffic impacts are significant pursuant to CEQA. For the purposes of this section, when describing traffic impacts, the term "substantial" shall infer: (a) with regards to ADT, an increase of 10% or greater ; (b) with regards to roadway segments, the need for one or more additional lanes in order to accommodate vehicular capacity to maintain the acceptable LOS; and (c) with regards to intersections, the need for additional lanes and/or the installation of a traffic signal in order to accommodate vehicular capacity and maintain the acceptable LOS. The "acceptable LOS" means: LOS D for County and City of San Jacinto roads and intersections and for City of Perris other than, LOS E is used in the City of Perris at intersections of any Arterials and Expressways with Ramona-Cajalco Expressway or at I-215 Freeway ramps.

Related Regulations

Riverside County General Plan

The Riverside County General Plan established, as a countywide target, a minimum LOS C on all county-maintained roads and conventional state highways. Exceptions allow LOS D on roadways in Community Development areas at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections and LOS E in designated community centers to the extent that it supports transit-oriented development and walkable communities. Because no community centers are designated in the study area, LOS D is used as the threshold to determine an acceptable level of service.

The Riverside County General Plan establishes policies to be implemented by the County in conjunction with future development projects with respect to transportation. The circulation-related General Plan policies, below, are discussed for consistency with the project in Appendix N (CD #4) of this EIR in the General Plan Consistency Table.

C 2.1 establishes a countywide minimum target of LOS C on all county-maintained roads and conventional state highways. Exceptions allow LOS D on roadways in Community Development areas at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections and LOS E in designated community centers to the extent that it supports transit-oriented development and walkable communities.

C 1.2 Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.

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

C 1.6 Cooperate with local, regional, state, and federal agencies to establish an efficient circulation system.

C 1.7 Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.

C 2.2 Apply level of service standards to new development via a program establishing traffic study guidelines to evaluate traffic impacts and identity appropriate mitigation measures for new development.

C 2.3 Traffic studies prepared for development entitlements (tracts, plot plans, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the "significance" of such impacts in compliance with CEQA.

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

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

C 3.1 Design, construct, and maintain County roadways as specific in the County Road Improvement Standards and Specifications.

C 3.2 Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.

C 3.5 Require all major subdivisions to provide adequate collector road networks designed to feed traffic onto General Plan designated highways.

C 3.7 Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.

C 3.9 Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.

C 3.10 Require private and public land developments to provide all on-site auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system and its auxiliary facilities. The Transportation Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.

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

C 3.14 Design curves and grades to permit safe movement of vehicular traffic at the road's design speed. Design speed should be consistent with and complement the character of the adjacent area.

C 3.15 Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.

C 3.17 Ensure dedications are made, where necessary, for additional rights-of- way or easements outside the road right-of-way that are needed to establish slope stability or drainage and drainage structures. These dedications shall be made by land dividers or developers to the responsible agency during the land division and land use review process. (AI 44, 51, 52)

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

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

C 3.26 Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities.

C 4.1 Provide facilities for the safe movement of pedestrians within developments, as specified in the County Ordinances Regulating the Division of Land of the County of Riverside.

C 4.2 Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.

C 4.3 Assure pedestrian access from developments to existing and future transit routes and terminal facilities through project design. (AI 26, 45)

C 4.4 Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.

C 4.9 Encourage, where feasible, the construction of overpasses or undercrossings where trails intersect arterials, urban arterials, expressways, or freeways.

C 6.3 Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation.

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

C 7.9 Review development applications in cooperation with RCTC and as appropriate, to identify the precise location of CETAP corridors and act to preserve such areas from any permanent encroachments, pending dedication or acquisition.

C 11.4 Offer incentives to new development to encourage it to locate in a transit-oriented area such as a community center or along a designated transit corridor near a station.

C 11.5 Accommodate transit through higher densities, innovative design, and right-of-way dedication.

C 11.7 Promote development of transit centers and park-n-rides for use by all transit operators, including development of multi-modal facilities.

The following General Plan policies are analyzed in Section 5.9, Table 5.9-D, RCIP General Plan: Land Use Policy Analysis and Lakeview/Nuevo Area Plan Policy Analysis.

LU 12.1 Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.

LU 12.2 Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.

LU 12.3 Locate transit stations in community centers and at places of public, employment, entertainment, recreation, and residential concentrations.

LU 12.4 Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate.

LU 12.5 Allow traffic-calming elements, such as narrow streets, curb bulbs, textured paving, and landscaping, where appropriate.

LU 12.6 Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use.

Fees

To ensure that area-wide traffic conditions do not worsen as development occurs; the County of Riverside has established "fair share" mitigation fees, which include but are not limited to the Transportation Uniform Mitigation Fee (TUMF), Development Impact Fees (DIF) and a Road and Bridge Benefit District (RBBD) fee, which is currently being established by the County, all described below. The project will participate in the cost of off-site improvements through payment of the following "fair share" mitigation fees:

- Transportation Uniform Mitigation Fee (TUMF), current at time of construction
- Riverside County Traffic Signal Systems Fee Program
- RBBD (when approved and enacted)

These fees shall be collected and utilized as needed by Riverside County to construct the improvements necessary to maintain the required level of service.

Transportation Uniform Mitigation Fee (TUMF)

Transportation Uniform Mitigation Fee programs provide funds for interchanges, roads, and bridge facilities of major regional significance. Riverside County is a participant, along with various cities, in two regional TUMF programs which are administered by the Western Riverside Council of Governments in Western Riverside County. The project proponent will be required to pay the TUMF in accordance with the fee schedule in effect at the time of issuance of a building permit, pursuant to County of Riverside Ordinance No. 824.

Development Impact Fee – Ordinance 659.7

Riverside County Ordinance 659.7 establishes development impact fees. A component of Ordinance No. 659.7 is collected for the purpose of paying for transportation improvements, including roads, bridges, major improvements, and signals. Pursuant to current Riverside County Ordinance No. 659.7, development impact fees for roads, bridges, and major transportation improvements are $21,665 per acre for commercial property, and $3,847 per single-family residence and $3,236 per multiple-family residence. Of these amounts, development impact fees for signals are $6,971 per acre for commercial property, and $420 per single-family residence and $378 per multiple-family residence; fees for roads, bridges, and other major transportation items are $915 per acre for commercial property, and $246 per single-family residence and $194 per multiple-family residence. The project proponent will be required to pay these mitigation fees or such Ordinance No. 659 fees in effect at the time of construction.

Road and Bridge Benefit District

The County Transportation Department is in the process of preparing a "nexus" study as the basis for the formation of a Road and Bridge Benefit District (RBBD) for the Lakeview/Nuevo area of the County.[1] The nexus study identifies needed infrastructure improvements and estimated costs that are needed by Riverside County for this RBBD. Proposed fees are then established based per residence or per square foot costs, as appropriate. All property owners within the district boundaries will be notified and the fees will be implemented, absent a greater than fifty-percent protest, by acreage, of the property owners. THE VILLAGES OF LAKEVIEW project will be subject to these fees.

Community and Environmental Transportation Acceptability Process (CETAP)

The Community and Environmental Transportation Acceptability Process was created as one of three planning efforts of the Riverside County Integrated Project (RCIP), others include the Multiple Species Habitat and Conservation Plan, the Coachella Valley Multiple Species Habitat and conservation Plan, and the General Plan. The CETAP incorporates three levels of effort: identification of transportation corridors, development of the General Plan Circulation Element, and exploration of options for transit system development in the County. Three corridors are being examined in western Riverside County for the preservation of rights-of-way for future multi-modal transportation facilities. These include the Beaumont/Banning to Temecula transportation corridor, the Moreno Valley to San Bernardino corridor, and the Hemet to

[1] Email correspondence from Kevin Tsang, Riverside County Transportation Department, dated January 28, 2008.

Corona/Lake Elsinore corridor. The Hemet to Corona/Lake Elsinore CETAP Corridor passes through the project area along Ramona Expressway and is referred as the Mid County Parkway.

County of Riverside Congestion Management Plan

Urbanized areas such as Riverside County are required by state law to adopt a Congestion Management Plan (CMP). The goals of the CMP are to reduce traffic congestion and to provide a mechanism for coordinating land use development and transportation improvement decisions. Local agencies are required to establish minimum LOS thresholds in the general plans and conduct traffic impact assessments on individual development projects. As stated above, LOS D is the General Plan-established level of service. Deficiency plans must be prepared when a development project would cause LOS F on non-exempt CMP roadway segments. The deficiency plans outline specific mitigation measures and a schedule for mitigating the deficiency.

Design Considerations

Design considerations refer to ways in which the proposed project will limit or mitigate for potential impacts through the design of the project.

THE VILLAGES OF LAKEVIEW project includes a General Plan Amendment which will modify the existing Circulation Element. The modified circulation plan provides improvement standards to promote efficient and safe movement of people within the project area. It also establishes policies that will ensure that all components of the transportation system meet the future transportation needs for the County.

The project includes a trail network over 30-mile in length. This system will include a combination of greenbelts with linkages and sidewalks located adjacent to roads and within roadway paseos. It will incorporate trails for pedestrians, bicyclists, and equestrians in the form of an integrated system of hard- and soft-surface trails. The trail system will promote non-vehicular access to on-site recreational areas as well as to the elementary schools and the Town Center Village. The following table indicates the lengths of various types of trails within the project site:

	Trails and Paseos	Existing Trails	8' Paseos	Urban Wildlife Edge Trail	Multi-Purpose & 10-Ft. Equestrian Trail
Linear Feet	47,058	43,694	40,329	12,123	18,007
Miles	8.9	8.3	7.6	2.3	3.4
Total Miles	30.5				

THE VILLAGES OF LAKEVIEW Specific Plan includes Circulation System Development Standards in section B.2.d, as listed below. These Development Standards are required of the project.

B.2.d. Circulation System Development Standards:

1. Any application for any subdivision within the *Specific Plan* (including a Schedule I Parcel Map) shall cause the design of the *Specific Plan* master planned infrastructure within the final map boundaries; with the exception of a division of land that has no parcel less than 40 acres or that is not less than a quarter section. *Specific Plan* Schedule I Parcel Maps shall design the street system shown thereon.
2. Each subdivision, if required by the Transportation Department on an individual basis, shall conduct a traffic study and comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic study to meet level of service requirements.
3. All internal Specific Plan roads shall be constructed per the standard cross sections shown in [THE VILLAGES OF LAKEVIEW SPECIFIC PLAN] Exhibits B.2.7A–7H, Typical Street Cross Sections.
4. Landscape requirements shall be in accordance with the roadway landscape treatments described in [THE VILLAGES OF LAKEVIEW SPECIFIC PLAN] Section B.4., Landscape Plan, D.7., and D.8., and street sections shown in Exhibits D.20A–20I, Landscape Street Sections.
5. All typical sections shall be as shown in [THE VILLAGES OF LAKEVIEW SPECIFIC PLAN] Exhibits B.2.7A–7H, Typical Street Cross Sections, or Ordinance No. 461, or as approved by the Transportation Department.
6. All intersection spacing and/or access openings shall be per Standard 114, Ordinance No. 461, as shown on circulation plans, or as approved by the Transportation Department.
7. No textured pavement accents will be allowed within a county-maintained right-of-way.
8. Mid-block crosswalks are not allowed on 4-lane or larger public streets.
9. [THE VILLAGES OF LAKEVIEW SPECIFIC PLAN] proposes no drainage facilities to be maintained by the Transportation Department, with the exception of facilities within road rights-of-way. Therefore, all drainage facilities, other than facilities to be constructed in the road right-of-way, will either be private or be Flood Control District (RCFCWCD) facilities.
10. Primary entrances to neighborhood commercial uses must be located along Secondary or greater Highways, at or near intersections with Secondary or greater Highways.
11. The Transportation Department's policy regarding streets adjacent to school sites and public park sites requires a minimum of a 66-foot right-of-way.
12. Prior to approval of tentative maps, any landscaping within public road rights-of-way will require approval by the Transportation and Planning Departments and assurance of continuing maintenance through the establishment of a landscape maintenance district, County Service Area (CSA), or similar mechanism as

approved by the Transportation and Planning Departments, in accordance with Ordinance 859 procedures.

13. All bike lanes within County right-of-way developed as part of this Specific Plan shall be approved by the Transportation Department.

14. To meet fire and emergency services needs, the tentative tract map(s) shall provide adequate access per County Fire Department requirements.

15. The alignment of the internal circulation system, as shown on [THE VILLAGES OF LAKEVIEW SPECIFIC PLAN] Exhibit B.2.6A, is approximate. Adjustments may be permitted in conjunction with review and approval of tentative maps.

16. Ramps required at intersections or other street crossings to meet American's with Disabilities Act (ADA) requirements may be installed as shown on [THE VILLAGES OF LAKEVIEW SPECIFIC PLAN] Exhibit B.2.10A, Curb Ramp Detail.

17. Zero curbs will be allowed under certain circumstances and along roads developed as Enhanced Secondary "C" or Enhanced Collector "A" to promote infiltration and ground water recharge.

18. [THE VILLAGES OF LAKEVIEW SPECIFIC PLAN] Exhibit B.2.10B, 6-Inch Concrete Flared Curb, will be allowed along local streets in some locations.

19. [THE VILLAGES OF LAKEVIEW SPECIFIC PLAN] Exhibits B.2.8A-C, Choker Details and other Traffic Calming measures are planned in certain locations within the Specific Plan and are optional at other locations within the Specific Plan as approved by the Transportation Department. The nature and location of optional measures will be determined as tract maps are approved.

20. Standard Alleys may have a width of 24 feet – two 12-foot opposing drive lanes. Standard Alleys are limited to 300 feet in length, curb to curb, and are connected to a circulating road at both ends. No portion of any structure shall be more than 150 feet from an approved vehicular travel way. Standard Dead End Alleys shall have a width of 24 feet and shall provide that no portion of any structure be more than 150 feet from the circulating road and alley access intersection. In this case, structures can be no less than 30 feet face of garage door to face of garage door and structures cannot exceed a two-story elevation.

21. Wide Alleys shall have a width of 30 feet. Wide Alleys can exceed 300 feet in length, curb to curb, and are connected to a circulating road at both ends. Wide Dead End Alleys shall have a width of 30 feet with an approved turn-a-round for lengths greater than 150 feet. In this case, structures can be no less than 36 feet face of garage door to face of garage door and structures cannot exceed a two-story elevation.

22. An alley access intersection with a circulating road can appear as a driveway apron or as a curb return with the circulating road.

23. [THE VILLAGES OF LAKEVIEW SPECIFIC PLAN] Exhibit B.2.10C, 4-Inch Concrete Flared Curb, may be used in alleys, such as shown on Exhibit 8A.

24. [THE VILLAGES OF LAKEVIEW SPECIFIC PLAN] Exhibit B.2.10D, Modified Knuckle on Local Street (Private), may be used on privately-maintained local streets.

25. [THE VILLAGES OF LAKEVIEW SPECIFIC PLAN] Exhibit B.2.10E, Modified Knuckle on Collector Street (Private), may be used on privately maintained collector streets.

26. All alleys proposed within the *Specific Plan* shall be private, and landscaped and maintained by the HOA.

Smart Growth Principles

The planning and development objectives for THE VILLAGES OF LAKEVIEW are based upon Smart Growth Principles. There are ten Smart Growth principles to which the project has created objectives and goals specific to the project. Principles include transportation related objectives and goals for the project, as follows:

a. Principle: Provide a mix of land uses

1. Objective: To build upon the 2003 RCIP by leveraging the unusually large size of the property and fortuitous location adjacent to a Community and Environmental Transportation Acceptability Process (CETAP) major transportation corridor and develop a mixed-use community within a logical build-out timeframe where residents can live, play, shop, learn, and to the extent possible, work

Expected Outcome: A large property under a single ownership adjacent to a major transportation corridor – this extraordinary opportunity deserves an extraordinary community to be proposed. Of the 2,786 acres, the proposed community is approximately 10% mixed use, 38% residential, and 52% open space (conservation, parks, trails, earthen drainage channels, landscape setbacks, terrace slopes and open space), with the mixed-use Town Center Village centrally located creating easy access from the surrounding residential villages.

2, Objective: To leverage the shape and setting of the site and create a range of villages that support a variety of lifestyles within a mixed-use framework

Expected Outcome: The shape and setting affords the ability to create a range of villages. Land use within each village responds to: the land and its setting; existing adjacent uses and the need for buffers; the opportunity to meet housing needs at many life stages; the economic reality that new development must pay its own way; and the desire to create diverse, yet cohesive villages within a mixed-use framework. The planning process led to the identification of a maximum of 11,350 dwelling units and 500,000 square feet of commercial uses within seven villages.

b. Principle: Take advantage of compact building design

1. Objective: To maximize land use efficiency and conserve land on-site as envisioned in the MSHCP and CETAP programs

   Expected Outcome: THE VILLAGES OF LAKEVIEW will employ compact building design to create a reduced development footprint so it could make significant contributions to conservation efforts through the Multiple Species Habitat Conservation Plan (MSHCP) and transportation efforts through CETAP, specifically Mid County Parkway which is proposed along the Ramona Expressway alignment within this section. In doing so, THE VILLAGES OF LAKEVIEW is implementing the General Plan Population Growth Vision: *"New growth patterns no longer reflect a pattern of random sprawl. Rather, they follow a framework of transportation and open space corridors, with concentrations of development that fit into that framework. In other words, important open space and transportation corridors define growth areas."* THE VILLAGES OF LAKEVIEW fits because it concentrates development along Ramona Expressway, contributes significant right-of-way to the Ramona Expressway corridor, and avoids habitat so it can make a significant contribution to the MSHCP.

2 Objective: To conserve a contiguous 900+ acre block of the Lakeview Mountains, to implement a portion of the MSHCP Proposed Constrained Linkage 20, and to avoid sensitive species/habitats and significant cultural resources

   Expected Outcome: By utilizing compact building design at the community level, neighborhood level, and house level, more than half of the land will be open space of some sort, including significant buffers to the San Jacinto Wildlife Area, Lakeview Mountains, and existing community of Lakeview/Nuevo. Consequently, almost 1,000 acres of various habitats will be conserved and significant cultural resources are being avoided with buffers being provided.

c. Principle: Create a range of housing opportunities and choices

1. Objective: To leverage the single ownership and create a master plan, i.e. not conventional tract housing because *"one size does not fit all"*, that provides a variety of housing opportunities available to a variety of income levels and supports Riverside County efforts to provide a fair share of regional housing

   Expected Outcome: Given the existing context – which includes the existing rural community and a large number of proposed ½-acre and 7,200-square foot lots – THE VILLAGES OF LAKEVIEW is planned to stretch the range of housing opportunities in the marketplace even further. It is a multigenerational community that creates housing opportunities at many life stages. Villages vary in character in order to support lifestyle choices: from

entry level to luxury, for young families to active adult, in refined to informal settings. The village concept respects the existing community because it supports rural Lakeview/Nuevo as another choice, another village. Residents will be able to call the Lakeview/Nuevo community "home", even though their housing needs change over time.

2. Objective: To offer a "green" housing choice and support reduced energy consumption within the houses built

Expected Outcome: A broad collection of practices, standards, measures, methods, procedures, techniques and approaches will be provided. This broad collection is known as "Lakeview Green Design." Among many things, it will offer potential homeowners the opportunity to choose a "green" home, which includes an energy conservation component.

d. Principle: Create walkable communities

1. Objective: To inspire healthy living and accommodate a pedestrian-friendly lifestyle

Expected Outcome: THE VILLAGES OF LAKEVIEW is walkable, with sidewalks separated from streets and trail connections at every edge, a 32-mile network of bicycle lanes, trails and paseos shall be provided to enable every possible experience: walking, hiking, biking, or equestrian; on-street or off-street; up the mountain or through the open space; from short loops on flat terrain to large loops providing up to 1,200' inclines.

2. Objective: To grow a community of trees on-site and use potable water efficiently

Expected Outcome: Given the climate, shade is needed to encourage people to walk. As such, the project will be a community of trees – as many as 50,000 are possible. Recycled water shall be utilized to the extent possible. To stabilize the system, the project will provide a site for a recycled water tank. Drought tolerant landscaping will be used and turf will be used wisely. The 4-mile drainage channel system will be earthen, not lined with concrete, and eight miles of roadside swale will be vegetated, rather than concrete curb-and-gutter; in an effort to promote infiltration and groundwater recharge. A demonstration garden shall be incorporated into the Central Park or Greenbelt as a public outreach effort to inform and educate the community on California-appropriate landscape practices, including smart irrigation systems and point irrigation systems.

e. Principle: Foster distinctive, attractive communities with a strong sense of place

1. Objective: To develop an attractive community with a strong sense of place in the Lakeview/Nuevo area of Riverside County

   Expected Outcome: Given the Riverside County location, the character of THE VILLAGES OF LAKEVIEW will be inspired by the evocative imagery that brought the first settlers to the area – images of early southern California such as shaded arcades, tree-lined drives, and architecture graced by the beauty of the natural environment as its backdrop. Within the community core is the Central Park – the social center of the community. With a library, public community center, sports park, other recreation facilities, and schools flanking either side, Central Park's public plaza will be a bustling place. Through the use of these facilities, social infrastructure can be used to jump-start community involvement.

2. Objective: To inspire life-long learning

   Expected Outcome: The concept of life-long learning will be promoted and provided throughout the community which goes hand-in-hand with the extra facilities provided, such as extra classrooms for pre-school, community rooms for after-school programs and weekend health clinics, and the public community center which could provide evening and weekend classes for on-going training.

f. Principle: Preserve open space, farmland, natural beauty, and critical environmental areas

1. Objective: To avoid, conserve, enhance and/or protect critical environmental areas both on-site and adjacent to the project

   Expected Outcome: The planning effort for THE VILLAGES OF LAKEVIEW reacted to the site's existing natural setting. As a result, development of the proposed project enables: avoidance of direct impacts to a vernal pool and other wetlands; expansion of the San Jacinto River floodplain volume; a minimum 500' buffer to the San Jacinto Wildlife Area to be established; natural storm water treatment systems to be built; quality of stormwater runoff to be enhanced; and almost 1,000 acres of various habitats to be conserved.

2. Objective: To inspire environmental stewardship

   Expected Outcome: An environmental stewardship program will be provided. Its goal is to educate homeowners on the benefits of the environment and inspire them to protect it. Throughout the community, interpretive elements may be provided including signs and sample demonstrations.

g. Principle: Strengthen and direct development towards existing communities

1. Objective: To strengthen the existing Lakeview/Nuevo community by providing a library and public community center

Expected Outcome: The project will provide access to the general public to community facilities such as schools, libraries and a public community center; parks and open spaces; and retail shopping and employment opportunities. In addition, some existing residents will benefit from the installation of flood control facilities and a sanitary sewer system.

2. Objective: To protect the existing rural lifestyle adjacent to the site by supporting the Lakeview/Nuevo Design Guidelines

Expected Outcome: The land plan will provide buffers between rural and suburban uses, equestrian trails, and an equestrian park opportunity. Circulation will be designed to direct anticipated traffic to Ramona Expressway and off existing rural roads. The project supports the Lakeview/Nuevo Design Guidelines, a document that further protects the existing rural community.

h. Principle: Provide a variety of transportation choices

1. Objective: To provide residents with a hierarchy of transportation choices

Expected Outcome: While light rail does not directly connect to this project, THE VILLAGES OF LAKEVIEW will be a walkable community that is built for walking/hiking/biking first, mass transit second, and accommodate the automobile third. THE VILLAGES OF LAKEVIEW will coordinate transportation with local and regional agencies where possible in order to maximize integration of the project with local transportation planning and implementation efforts. These efforts include the possibility of extending the Riverside Transit Agency's Bus Rapid Transit System into the area and bus connections to proposed Metrolink stations along the Perris Valley Line, which could provide residents access to Perris, March Air Reserve Base, University of California Riverside, and Riverside, Los Angeles and Orange counties. Bus stops within the community have been tentatively identified.

2. Objective: To encourage residents to use their cars less

Expected Outcome: The mixed-use Town Center Village will be designed to discourage the use of cars. The 32-mile network of bicycle lanes, trails and paseos leads to destinations such as the library, schools, parks, open space, and bus stops. THE VILLAGES OF LAKEVIEW shall provide an appropriately located Transit Center, which includes a bus stop and a park-and-ride lot to facilitate carpooling and/or use of public transportation.

Future potential live/work units could encourage working from home. As a whole, these choices encourage residents to use their cars less.

i. Principle: Make development decisions predictable, fair, and cost effective

1. Objective: To make development decisions predictable, fair, and cost effective for new development since economic reality causes new development to pay its own way

Expected Outcome: The Master Developer will participate in on-going regional planning efforts. These efforts will include the creation of new funding programs, such as a Community Facilities Fee Program and a Road & Bridge Benefit District. By planning a region for the long term, decisions will be predictable to present and future generations, fair to existing and proposed communities, and cost effective for new development.

j. Principle: Encourage community and stakeholder collaboration in development decisions

1. Objective: To inspire community involvement through collaboration before, during, and after development

Expected Outcome: An on-going outreach program has been established and will continue to encourage collaboration with the local community of Lakeview/Nuevo, environmental community, Native American tribes, and education community. It is a program that has been and will be accessible and forthright to all stakeholders. Dozens of meetings have occurred and dozens more will occur. Fruits of the effort are evident. In 2004 Native American monitors representing multiple tribes participated in the archaeological testing fieldwork. In addition, this program is intended to assist with the, social infrastructure needed to jump-start community involvement.

5.15 Environmental Impacts Before Mitigation

Threshold A: *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways and/or cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. For the purposes of this analysis, the following definitions are used:*

- *LOS D is the level of service standard used for County and City of San Jacinto roads and intersections and for City of Perris other than, LOS E is used in the City of Perris at intersections of any Arterials and Expressways with Ramona-Cajalco Expressway or at I-215 Freeway ramps;*
- *An increase of 10% or greater in average daily traffic (ADT) is considered substantial in relation to the existing traffic load;*

- *With regards to roadway segments, traffic that results in the need for one or more additional lanes in order to accommodate vehicular capacity to maintain the acceptable LOS is considered substantial; and*
- *If an intersection needs additional lanes and/or the installation of a traffic signal in order to accommodate vehicular capacity to maintain the acceptable LOS is considered substantial.*

The ease with which intersections within the study area handle traffic largely controls the operation of the roadway system as a whole. However, because the vicinity of the project is mostly rural, analysis of traffic at study area intersections and roadway segments (which may be smaller rural roads) were used to evaluate the traffic impacts of the project. Based on the Traffic Study, fifty-three off-site intersections (1 through 53) and thirty on-site intersections (54 through 83) within the study area were evaluated to determine their existing and future levels of service (**Table 5.14-G, Study Area Off-Site and On-Site Intersections)**. The numbers corresponding to the intersections are consistently utilized throughout the Traffic Study and this EIR section and are identified and located as shown in **Figure 5.14-1, Study Area Intersection Locations** and **Figure 5.14-2, Project Vicinity Intersection Locations**.

Supplemental analysis was performed on additional roadway intersections and segments that are located outside of the Traffic Study's study-area radius limits (Addendum #1, Appendix L, herein. (CD#4)). The goal of the supplemental analysis was to determine how far potentially significant impacts extend on roadways in the project vicinity apart from technical study limitations. A portion of the results from the supplemental analysis is presented at the end of this threshold (Threshold A).

Table 5.14-G, Study Area Off-Site and On-Site Intersections

Off-Site Intersections					
1	I-215 Southbound Ramps / Ramona Expressway		28	Evans Road / Rider Street
2	I-215 Northbound Ramps / Ramona Expressway		29	Redlands Avenue / Placentia Avenue
3	Perris Boulevard / Ramona Expressway		30	Redlands Avenue / Orange Avenue
4	Evans road / Ramona Expressway		31	Evans Road / Orange Avenue
5	Lake Perris Drive / Ramona Expressway		32	Bradley Road / Orange Avenue
6	Rider Street / Ramona Expressway		33	Foothill Avenue / Orange Avenue
7	Antelope Road / Ramona Expressway		34	Antelope Road West / Orange Avenue
8	Bernasconi Road / Ramona Expressway		35	Antelope Road East / Orange Avenue
9	Reservoir Avenue / Ramona Expressway		36	Bernasconi Road / Orange Avenue
10	Lakeview Avenue / Ramona Expressway		37	Reservoir Avenue / 10th Street
11	Hansen Avenue / Ramona Expressway		38	Lakeview Avenue / 10th Street
12	Town Center Boulevard / Ramona Expressway		39	Yucca Avenue / 10th Street
13	5th Street / Ramona Expressway		40	Hansen Avenue / 10th Street–Wolfskill Avenue
14	3rd Street / Ramona Expressway		41	North Drive / Lakeview Avenue
15	Park Center Boulevard / Ramona Expressway		42	Hansen Avenue / Contour Avenue
16	Bridge Street / Ramona Expressway		43	Murrieta Road / Nuevo Road
17	Warren Road / Ramona Expressway		44	Evans Road / Nuevo Road
18	Sanderson Avenue (SR-79)/ Ramona Expressway		45	Dunlap Road / Nuevo Road
19	Bridge Street / Gilman Springs Road		46	Foothill Avenue / Nuevo Road
20	Warren Road / Gilman Springs Road		47	Antelope Road / Nuevo Road
21	SR-79 Southbound Ramps / Gilman Springs Road		48	Menifee Road / Nuevo Road
22	SR-79 Northbound Ramps / Gilman Springs Road		49	Menifee Road / Nuevo Road (Realigned)
23	Warren Road / Cottonwood Avenue		50	Lakeview Avenue / Nuevo Road
24	Hansen Avenue / Lakeview Avenue East		51	Menifee Road / San Jacinto Avenue
25	Reservoir Avenue / 9th Street		52	Menifee Road / Ellis Avenue
26	Lakeview Avenue / 9th Street		53	Menifee Road / Mapes Road
27	Hansen Avenue / Yucca Avenue			

On-Site Intersections				
54	Reservoir Avenue / AA Street		69	Park Center Boulevard / FF Street
55	AA Street / NN Street		70	Park Center Boulevard / VV Street
56	CC Street / BB Street		71	RR Street / DD Street
57	School Access / PP Street		72	EE Street / DD Street
58	QQ Street / PP Street		73	EE Street / FF Street
59	Hansen Avenue / Project Access		74	OO Street / MM Street
60	WW Street / Wolfskill Avenue		75	KK Street / MM Street
61	WW Street / SS Boulevard		76	LL Street / MM Street
62	Project Access / SS Boulevard		77	FF Street / GG Street
63	SS Boulevard / MM Street		78	TT Street / GG Street
64	SS Boulevard / Lakeview Avenue		79	II Street / HH Street
65	Town Center Boulevard / Retail Access		80	HH Street / JJ Street
66	SS Boulevard-RR Street / Town Center Boulevard		81	II Street / JJ Street
	- Park Center Boulevard		82	TT Street / JJ Street
67	EE Street / Park Center Boulevard		83	TT Street / UU Street
68	MM Street / Park Center Boulevard			

Based on the Traffic Study, the following 35 street segments within the study area were evaluated to determine their existing and future levels of service. These street segments are:

- Ramona Expressway, I-215 to Sanderson Avenue
- Gilman Springs Road, Bridge Street to SR-79
- 9th Street, Reservoir Avenue to Yucca Avenue
- Yucca Avenue, 9th Street to Hansen Avenue
- Rider Street, Evans Road to Ramona Expressway
- 10th Street, west of Reservoir Avenue to Hansen Avenue
- Nuevo Road, Murrieta Road to Lakeview Avenue
- Menifee Road, Mapes Road to Nuevo Road
- Reservoir Avenue, Nuevo Road to AA Street
- Lakeview Avenue, Nuevo Road to 9th Street
- Hansen Avenue, Contour Avenue to Ramona Expressway
- Bridge Street, Ramona Expressway to Gilman Springs Road
- Warren Road, Cottonwood Avenue to Ramona Expressway
- Sanderson Avenue (SR-79), Ramona Expressway to Gilman Springs Road
- AA Street, Reservoir Avenue to CC Street
- BB Street, NN Street to School
- PP Street, School to QQ Street
- NN Street, BB Street to AA Street
- CC Street, BB Street to AA Street
- QQ Street, Ramona Expressway to PP Street
- SS Boulevard, Hansen Avenue to Town Center Boulevard/Park Center Boulevard
- Town Center Boulevard, Ramona Expressway to SS Boulevard / RR Street
- Park Center Boulevard, SS Boulevard / RR Street to Ramona Expressway
- RR Street, Town Center Boulevard / Park Center Boulevard to DD Street
- DD Street, RR Street to EE Street
- EE Street, Park Center Boulevard to DD Street
- FF Street, EE Street to GG Street
- MM Street, SS Boulevard to Park Center Boulevard
- GG Street, FF Street to II Street
- HH Street, II Street to JJ Street
- JJ Street, TT Street to HH Street
- II Street, GG Street / HH Street to JJ Street
- TT Street, GG Street to JJ Street
- UU Street, VV Street to TT Street
- VV Street, Park Center Boulevard to UU Street

The "Base Case" is an evaluation of project-related and cumulative projects' traffic impacts with respect to the current County of Riverside General Plan Circulation Element. In the Base Case, Ramona Expressway is evaluated as a 6- to 8-lane at-grade Expressway (184- to 220-foot right-of-way), as currently identified on the County Circulation Element. The Traffic Study evaluated the traffic based on project phasing which is generally as follows:

Phase 1 – 2009 – 2012
Phase 2 – 2012 – 2016
Phase 3 – 2016 – 2020/Buildout

BASE CASE

The Base Case scenario for project Phases 1, 2, and 3 assumes existing intersection controls, intersection geometrics, and through traffic lanes and follows the existing General Plan circulation system.

Phase 1 (2009–2012)

Phase 1 analysis includes the following proposed developments within the project boundary:

- 860 Medium-High Density Residential Dwelling units
- 1,580 High Density Residential Dwelling Units
- 190 Very High Density Residential Dwelling Units
- 1 Elementary School
- 100,000 Square Feet of Retail
- 107.5 Acres of Park

Phase 1 of the project is projected to generate approximately 21,750 daily external trips-ends, including 1,239 external trip-ends during the AM peak hour and 1,958 external trip-ends during the PM peak hour.

Base Case – Phase 1 – Existing plus Ambient Growth Without Project

To determine what future conditions would be without the project or other cumulative projects in the area, an analysis was run which includes existing area traffic increased by a 1% per year growth rate, without project or cumulative projects' traffic. The six intersections shown in **Table 5.14-H, Intersection Level of Service – Base Case Phase 1 Existing plus Ambient Growth Without Project** are the only intersections expected to operate at an unacceptable level of service without the project. Thus, without the project, these intersections would require improvements to operate at acceptable levels. Table 5.14-H also shows the same intersections with the improvements (With Mitigation column) necessary to reduce the LOS to below D or E, which ever is allowed according to the intersection. Mitigation measures are discussed and analyzed below in the **Phase 1 Impacts With Mitigation** portion of this section.

Table 5.14-H, Intersection Level of Service – Base Case Phase 1 Existing plus Ambient Growth Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	152.0	F	59.7	E	Signal	56.0	E	33.1	C
9	Reservoir Ave. / Ramona Exwy.	Riv. Co./D	TWSC	43.6	E	74.0	F	Signal	13.7	B	14.1	B
11	Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	83.1	F	50.0	E	Signal	14.9	B	12.0	B
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	74.7	E	65.4	E	Signal	40.5	D	48.0	D
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	44.3	E	OFL	F	Signal	14.5	B	23.4	C
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	41.0	E	42.9	E	Signal	15.2	B	9.4	A

[1] TWSC = Two Way Stop Control; AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Under Base Case Phase 1 Existing plus Ambient Growth without Project conditions, all of the analyzed street segments operate at acceptable levels of service, thus meeting the applicable thresholds without mitigation.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-6, Estimated Average Daily Traffic (ADT) – Base Case Phase 1 Existing plus Ambient Growth Without Project**.

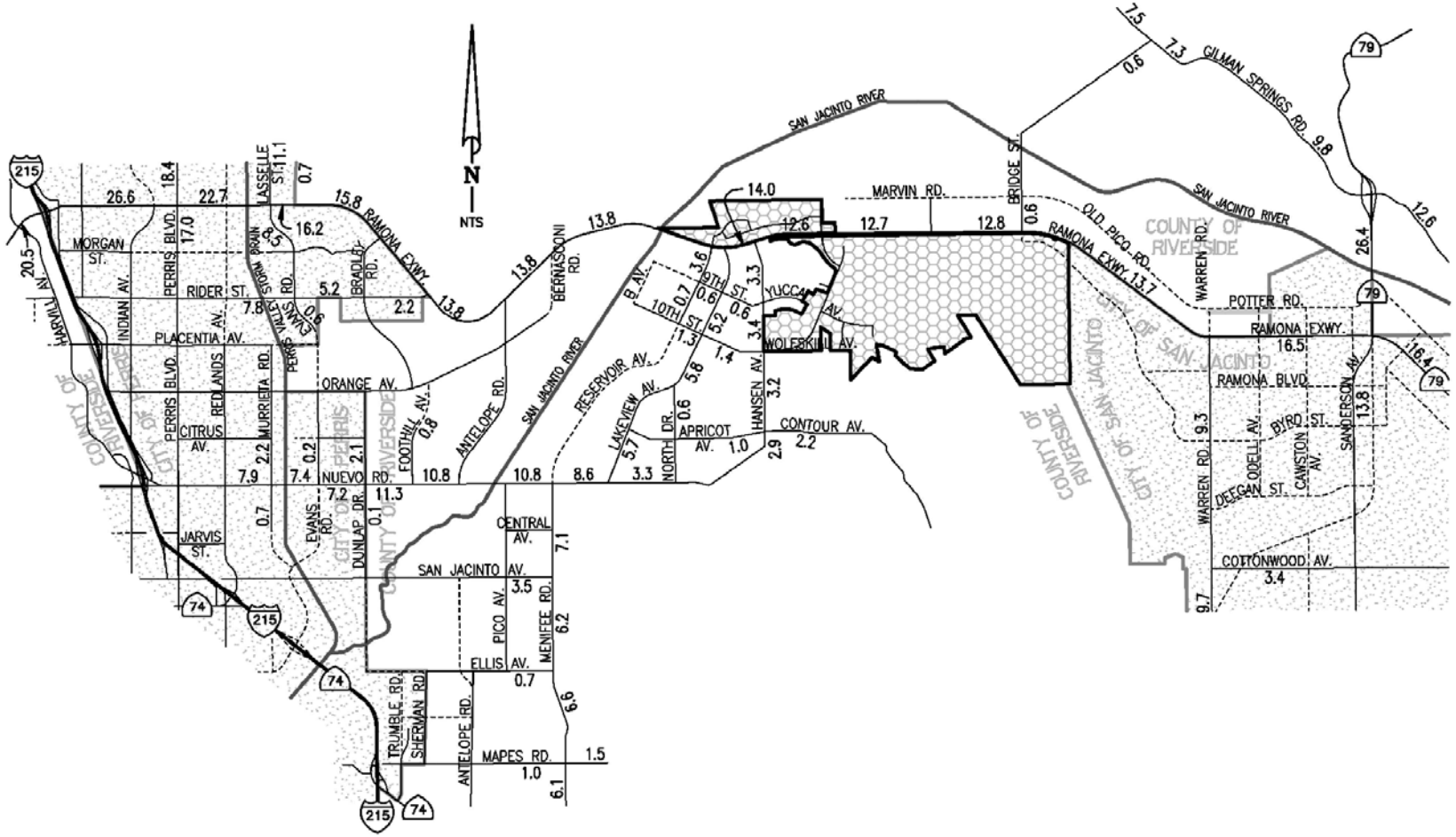


Figure 5.14-6

Estimated Average Daily Traffic (ADT) - Base Case Phase I
Existing Plus Ambient Growth Without Project

The Villages of Lakeview EIR No. 471

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Base Case – Phase 1 – Existing plus Ambient Growth With Project Conditions

To evaluate the project's impact, Phase 1 project traffic was added to the preceding analysis of existing area traffic plus ambient growth. The intersections shown in **Table 5.14-I, Intersection Level of Service – Base Case Phase 1 Existing plus Ambient Growth With Project,** are projected to operate at an unacceptable level of service. Thus, Phase 1 of the project creates unacceptable levels of service at 11 additional intersections. A comparison of the Delay (the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop-controlled intersections, it is the average control delay for only the worst movement) and LOS for the six intersections identified in **Table 5.14-H** as failing without the project (4, 9, 11, 18, 21, and 22) to **Table 5.14-I**, below, shows that the addition of the project traffic creates a substantial increase in Delay and deterioration of LOS at all but intersections 21 and 22. Project-related impacts at these intersections are **significant without mitigation.**

Note that **Table 5.14-I** and **5.14-J** also show the same intersections and roadway segments with the improvements (With Mitigation) necessary to bring them to LOS D or better. Mitigation measures are discussed and analyzed in the **Phase 1 Required Mitigation** section beginning on page 5.14-84.

The levels of service for the 35 off-site study area street segments vary from LOS A to F under Existing plus Ambient Growth with Project conditions. The 12 segments shown in **Table 5.14-J, Street Segment Level of Service – Base Case Phase 1 Existing plus Ambient Growth With Project** are the only segments shown to operate at an unacceptable level of service. Since all street segments operated at acceptable levels of service without the project, this indicates that project-related impacts of Phase 1 traffic to Ramona Expressway between Rider Street and Sanderson Avenue, Nuevo Road between Dunlap Road and Foothill Avenue, and Lakeview Avenue between Nuevo Road and 10th Street are **significant without mitigation**.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-7a, Estimated Average Daily Traffic (ADT) – Base Case Phase 1 Existing plus Ambient Growth With Project** and **Figure 5.14-7b, Estimated Average Daily Traffic (ADT) – Base Case Phase 1 Existing plus Ambient Growth With Project**. Comparing **Figure 5.14-5** with **Figure 5.14-7a** and **Figure 5.14-7b** shows that ADT will increase substantially due to the project by the end of Phase 1. However, even without the project, as shown in **Figure 5.14-6**, ADT will increase substantially due to ambient growth alone. Thus, with respect to the portion of the Threshold related to an "increase in traffic which is substantial in relation to the existing traffic load" the project creates substantial impacts that are considered **significant without mitigation.**

Table 5.14-I, Intersection Level of Service – Base Case Phase 1 Existing plus Ambient Growth With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	32.8	C	106.0	F	Signal	24.5	C	38.7	D
4	Evans Rd./ Ramona Exwy.	Perris/E	Signal	OFL	F	85.2	F	Signal	47.8	D	30.0	C
9	Reservoir Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	25.1	C	35.7	D
11	Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	21.8	C	19.9	B
12	Town Center. Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	39.0	D	46.5	D
17	Warren Rd. / Ramona Exwy.	San Jacinto/D	Signal	53.7	D	72.4	E	Signal	24.7	C	31.0	C
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	86.6	F	76.1	E	Signal	48.5	D	53.2	D
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	44.3	E	OFL	F	Signal	15.4	B	23.8	C
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	41.0	E	42.9	E	Signal	13.9	B	9.5	A
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	34.3	D	45.4	E	Signal	8.3	A	7.5	A
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	94.3	F	10.1	B	Signal	20.3	C	9.9	A
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	179.4	F	32.1	D	Signal	28.3	C	16.0	B
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	23.2	C	46.4	E	Signal	6.3	A	5.7	A
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	25.5	D	58.0	F	Signal	5.8	A	6.8	A
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	19.2	C	40.5	E	Signal	3.4	A	4.4	A
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	105.1	F	109.6	F	Signal	25.1	C	40.8	D
50	Lakeview Ave./ Nuevo Rd.	Riv. Co./D	AWSC	42.1	E	136.1	F	Signal	40.8	D	46.4	D

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-J, Street Segment Level of Service – Base Case Phase 1 Existing plus Ambient Growth With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
Rider St. to Antelope Rd.	Riv. Co./D	22,400	Expressway	2	1.13	F	Expressway	4	0.55	≤C
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	22,600	Expressway	2	1.14	F	Expressway	4	0.55	≤C
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	22,600	Expressway	2	1.14	F	Expressway	4	0.55	≤C
Reservoir Ave. to Hansen Ave.	Riv. Co./D	22,600	Expressway	2	1.14	F	Expressway	4	0.55	≤C
Hansen Ave. to Town Center Blvd.	Riv. Co./D	21,400	Expressway	2	1.08	F	Expressway	4	0.52	≤C
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	19,100	Expressway	2	0.96	E	Expressway	4	0.47	≤C
Park Center Blvd. to Bridge St.	Riv. Co./D	19,100	Expressway	2	0.96	E	Expressway	4	0.47	≤C
Bridge St. to Warren Rd.	Riv. Co./D	18,700	Expressway	2	0.94	E	Expressway	4	0.46	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	18,800	Expressway	2	0.95	E	Expressway	4	0.46	≤C
Nuevo Road										
Dunlap Rd. to Foothill Ave.	Riv. Co./D	16,300	Urban Arterial	2	0.91	E	Urban Arterial	4	0.45	≤C
Lakeview Avenue										
Nuevo Rd. to North Dr.	Riv. Co./D	12,200	Collector	2	0.94	E	Secondary	4	0.47	≤C
North Dr. to 10th St.	Riv. Co./D	12,300	Collector	2	0.95	E	Secondary	4	0.47	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

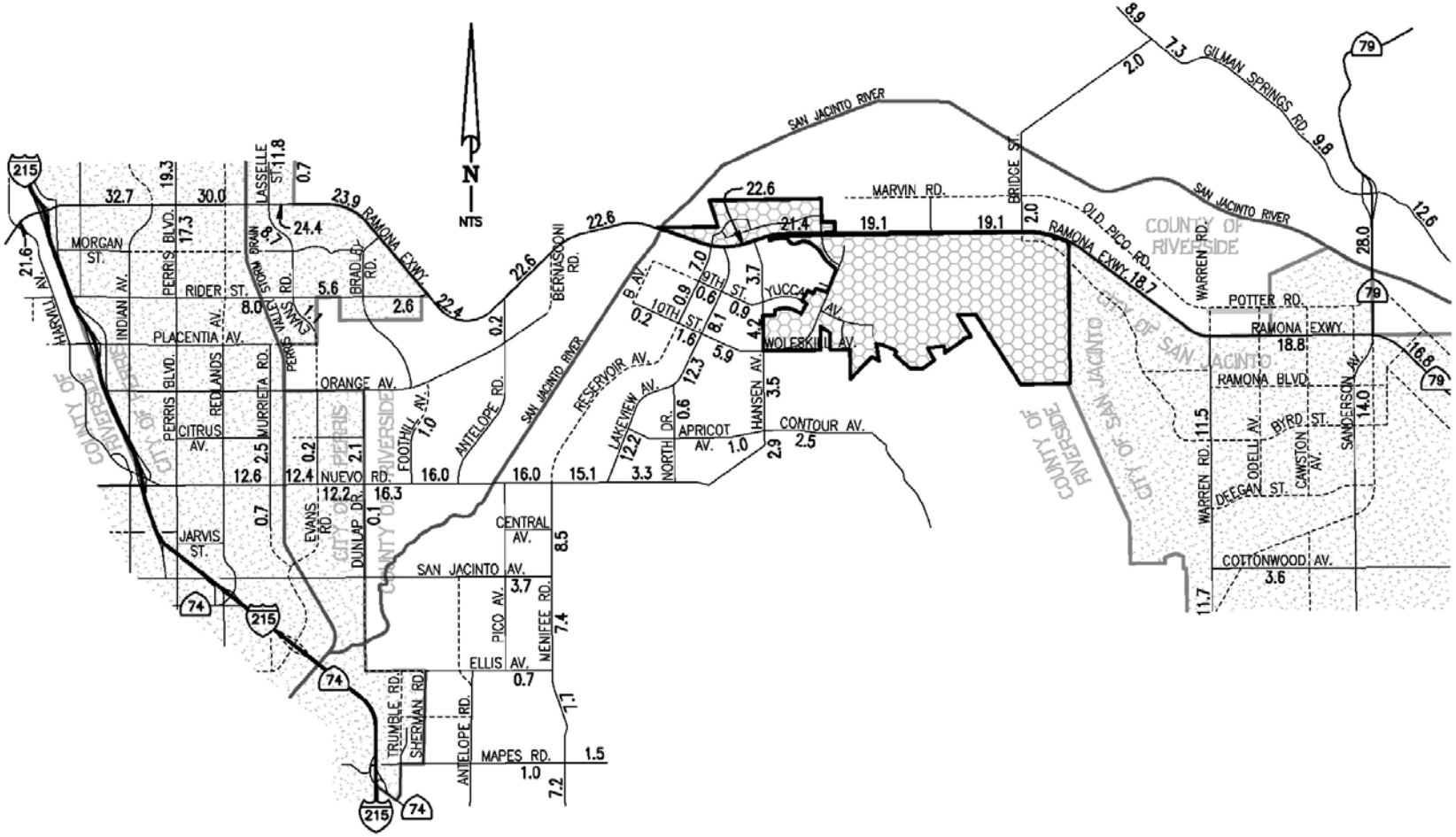


Figure 5.14-7a

Estimated Average Daily Traffic (ADT) - Base Case Phase I
Existing Plus Ambient Growth With Project

The Villages of Lakeview EIR No. 471

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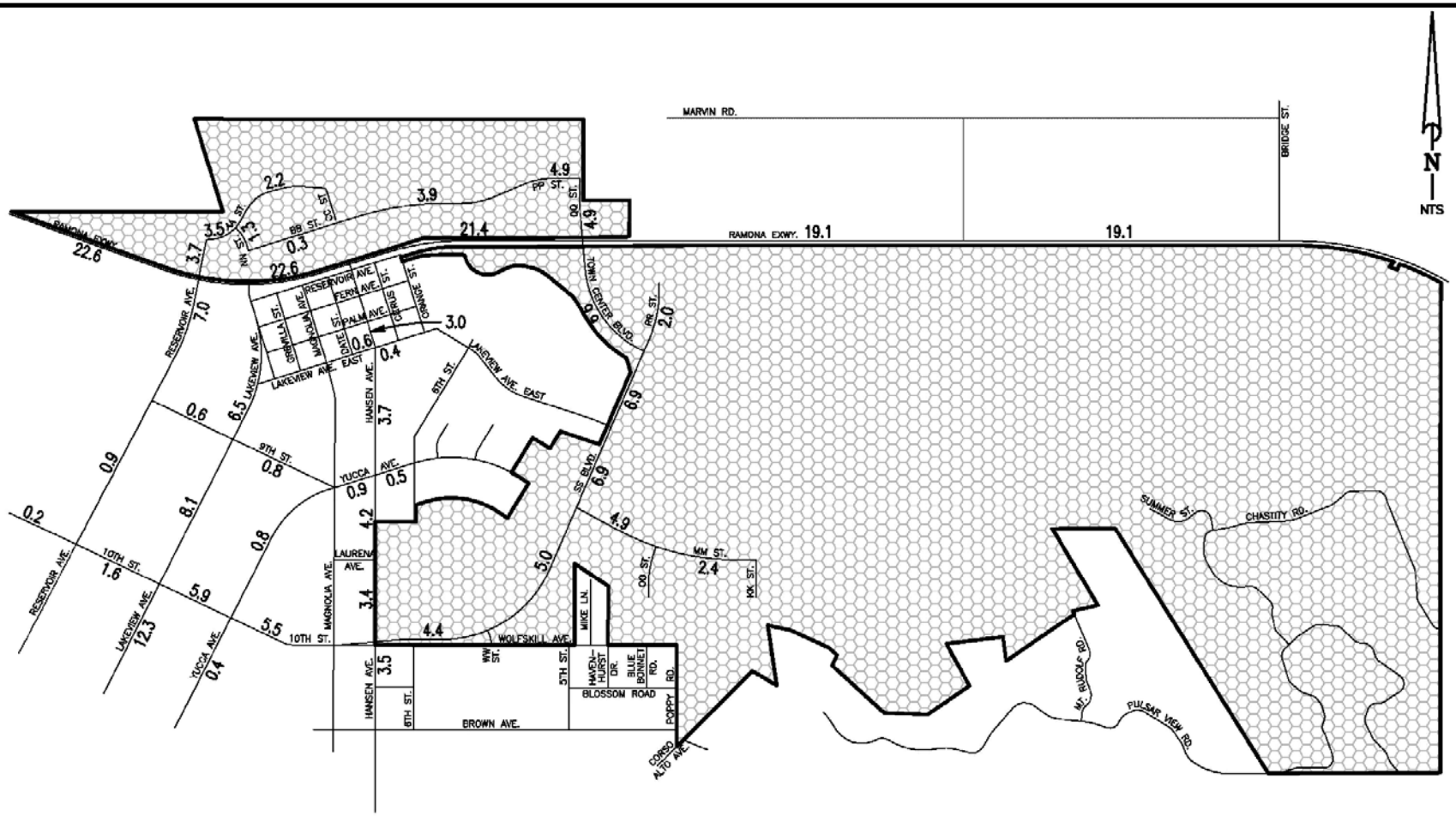


Figure 5.14-7b

Estimated Average Daily Traffic (ADT) - Base Case Phase I
Existing Plus Ambient Growth With Project

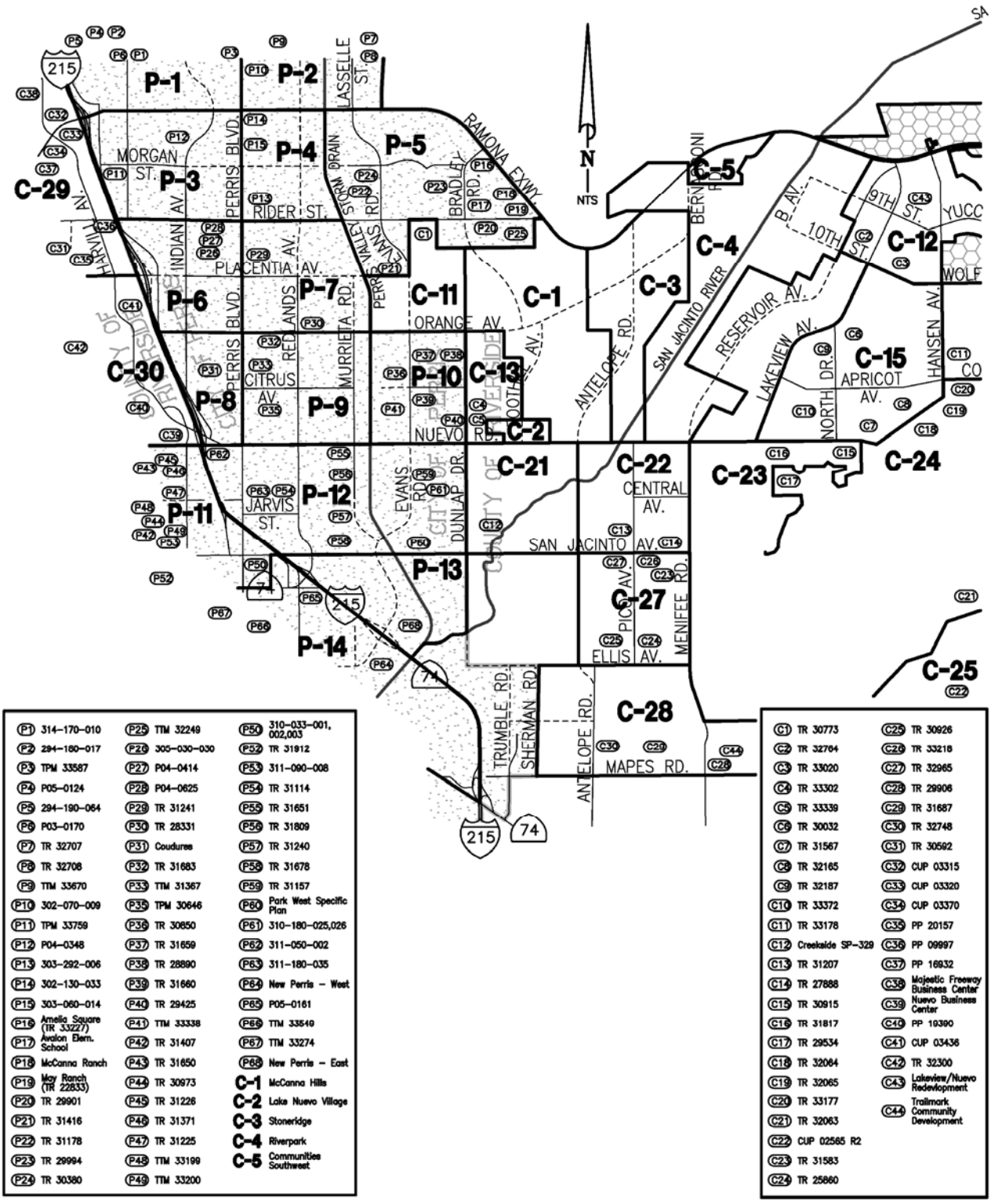
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Cumulative Projects Impacts

To address traffic impacts associated with reasonably foreseeable future development projects other than THE VILLAGES OF LAKEVIEW, a cumulative analysis was prepared both without and with project traffic included. The reasonably foreseeable approved and pending projects included in the study area are listed in **Table 5.14-K, Cumulative Developments within Project Study Area.** These projects were identified and included per discussions with Riverside County Transportation and Planning Departments, City of Perris, and City of San Jacinto staff. The list was compiled from the Ramona Mobility Group Arterial Capacity Enhancement Program (RMG) dated January 24, 2006. Additional reasonably foreseeable future projects were added to the analysis as information became available; for a complete list refer to **Table 5.14-K**. The locations of these projects are shown on **Figure 5.14-8a, Cumulative Developments Within Study Area (West)** and **Figure 5.14-8b, Cumulative Developments Within Study Area (East)**.



P1 314-170-010	P25 TTM 32249	P50 310-033-001, 002,003	
P2 294-180-017	P26 305-030-030	P52 TR 31912	
P3 TPM 33587	P27 P04-0414	P53 311-090-008	
P4 P05-0124	P28 P04-0625	P54 TR 31114	
P5 294-190-064	P29 TR 31241	P55 TR 31651	
P6 P03-0170	P30 TR 28331	P56 TR 31809	
P7 TR 32707	P31 Coudures	P57 TR 31240	
P8 TR 32708	P32 TR 31683	P58 TR 31678	
P9 TTM 33670	P33 TTM 31367	P59 TR 31157	
P10 302-070-009	P35 TPM 30646	P60 Park West Specific Plan	
P11 TPM 33759	P36 TR 30850	P61 310-180-025,026	
P12 P04-0348	P37 TR 31659	P62 311-050-002	
P13 303-292-006	P38 TR 28890	P63 311-180-035	
P14 302-130-033	P39 TR 31660	P64 New Perris – West	
P15 303-060-014	P40 TR 29425	P65 P05-0161	
P16 Amelia Square (TR 33227)	P41 TTM 33338	P66 TTM 33549	
P17 Avalon Elem. School	P42 TR 31407	P67 TTM 33274	
P18 McCanna Ranch	P43 TR 31650	P68 New Perris – East	
P19 May Ranch (TR 22833)	P44 TR 30973	C-1 McCanna Hills	
P20 TR 29901	P45 TR 31226	C-2 Lake Nuevo Village	
P21 TR 31416	P46 TR 31371	C-3 Stoneridge	
P22 TR 31178	P47 TR 31225	C-4 Riverpark	
P23 TR 29994	P48 TTM 33199	C-5 Communities Southwest	
P24 TR 30380	P49 TTM 33200		

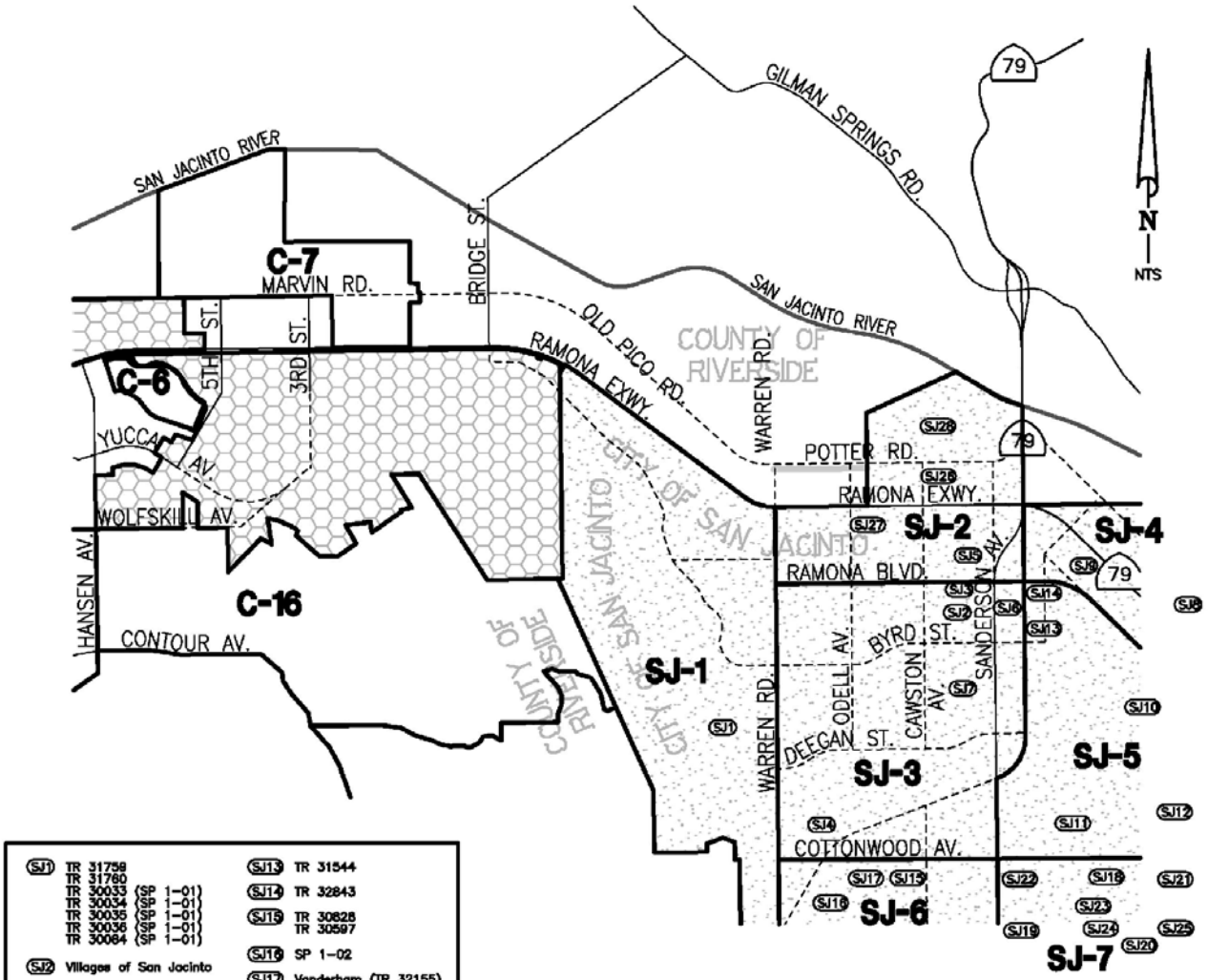
C1 TR 30773	C25 TR 30926		
C2 TR 32764	C26 TR 33218		
C3 TR 33020	C27 TR 32965		
C4 TR 33302	C28 TR 29906		
C5 TR 33339	C29 TR 31687		
C6 TR 30032	C30 TR 32748		
C7 TR 31567	C31 TR 30592		
C8 TR 32165	C32 CUP 03315		
C9 TR 32187	C33 CUP 03320		
C10 TR 33372	C34 CUP 03370		
C11 TR 33178	C35 PP 20157		
C12 Creekside SP-329	C36 PP 09997		
C13 TR 31207	C37 PP 16932		
C14 TR 27888	C38 Majestic Freeway Business Center		
C15 TR 30915	C39 Nuevo Business Center		
C16 TR 31817	C40 PP 19390		
C17 TR 29534	C41 CUP 03436		
C18 TR 32064	C42 TR 32300		
C19 TR 32065	C43 Lakeview/Nuevo Redevelopment		
C20 TR 33177	C44 Trailmark Community Development		
C21 TR 32063			
C22 CUP 02565 R2			
C23 TR 31583			
C24 TR 25860			

Figure 5.14-8a

Cumulative Developments Within Study Area (West)

The Villages of Lakeview EIR No. 471

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SJ1	TR 31758 TR 31760 TR 30033 (SP 1-01) TR 30034 (SP 1-01) TR 30035 (SP 1-01) TR 30036 (SP 1-01) TR 30084 (SP 1-01)
SJ2	Villages of San Jacinto
SJ3	TR 30943
SJ4	TR 31136
SJ5	TR 31806
SJ6	Ashbrook PUD (PM 29447)
SJ7	SP 1-04
SJ8	TR 30598
SJ9	TR 31886
SJ10	TR 26858A1 TR 31037 TR 31282 TR 31154 TR 29092 TR 31900 VTR 31384
SJ11	TR 30814 TR 30481 TR 31555 TR 30813 TR 30335 TR 30944
SJ12	VTR 31097 TR 31293 TR 29384 TR 31246 TR 31325
SJ13	TR 31544
SJ14	TR 32843
SJ15	TR 30628 TR 30597
SJ16	SP 1-02
SJ17	Vanderham (TR 32155)
SJ18	TR 31296 TR 30942 TR 30676
SJ19	TR 30462 TR 32250 TR 31929
SJ20	TR 30603 TR 29823
SJ21	TR 29859
SJ22	TR 32352
SJ23	TR 31294
SJ24	TR 32247
SJ25	TR 22665
SJ26	S.J. Corridor SP
SJ27	S.J. Corridor SP
SJ28	S.J. Corridor SP
C-6	Nutrilite
C-7	Motte

Figure 5.14-8b

Cumulative Developments Within Study Area (East)

The Villages of Lakeview EIR No. 471

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Table 5.14-K, Cumulative Developments Within Project Study Area

#	Project	Land Use	Qty	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
					Total	In	Out	Total	In	Out	
P1	314-170-010	Manufacturing	5	TSF	4	3	1	3	1	2	19
P2	294-180-017	Storage Parking	20	Ac	56	27	29	77	40	37	777
P3	PM 33587	General Light Industrial	1748	TSF	1,608	1,416	192	1,713	210	1,503	12,183
P4	P05-0124	General Office Building	2.66	TSF	10	9	1	82	14	68	82
		Warehousing	3	TSF	1	1	0	1	0	1	15
P5	294-190-064	General Light Industrial	8	TSF	7	6	1	8	1	7	56
P6	P03-0170	Mini-Warehouse	4.8	TSF	0	0	0	2	1	1	12
DISTRICT P-1 TOTAL					*1,686*	*1,462*	*224*	*1,886*	*267*	*1,619*	*13,144*
P7	TR 32707	Single Family Detached	137	DU	103	26	77	139	88	51	1,311
P8	TR 32708	Single Family Detached	238	DU	178	45	133	240	152	88	2,278
P9	TR 33670	Single Family Detached	54	DU	40	10	30	55	35	20	517
P10	302-070-009	General Light Industrial	698	TSF	642	565	77	684	84	600	4,862
DISTRICT P-2 TOTAL					*963*	*646*	*317*	*1,118*	*359*	*759*	*8,968*
P11	PM 33759	Single Family Detached	6	DU	4	1	3	6	4	2	57
P12	P04-0348	Mini-Warehouse	130	TSF	20	12	8	34	17	17	325
		General Office Building	0.7	TSF	3	3	0	80	14	66	29
DISTRICT P-3 TOTAL					*27*	*16*	*11*	*120*	*35*	*85*	*411*
P13	303-292-006	General Light Industrial	7.78	TSF	7	6	1	8	1	7	54
P14	303-130-033	Fast Food Restaurant w/Drive Thru	2.5	TSF	133	68	65	87	45	42	1,240
		Pass-By (25%)			*(33)*	*(17)*	*(16)*	*(22)*	*(11)*	*(11)*	*(310)*
		Shopping Center	4.3	TSF	23	14	9	79	38	41	878
		Pass-By (25%)			*(6)*	*(4)*	*(2)*	*(20)*	*(10)*	*(10)*	*(220)*
P15	303-060-014	General Light Industrial	1931	TSF	1,776	1,564	212	1,893	232	1,661	13,460
DISTRICT P-4 TOTAL					*1,900*	*1,631*	*269*	*2,025*	*295*	*1,730*	*15,102*
P16	TR 33227	Single Family Detached	96	DU	77	19	58	103	65	38	1,001
P17	Avalon Elementary	Elementary School	700	Stu	294	161	133	196	91	105	903
P18	McCanna Ranch	Single Family Detached	131	DU	98	25	73	132	84	48	1,254
P19	TR 22833	Apartments	195	DU	100	20	80	121	78	43	1,310
P20	TR 29901	Single Family Detached	12	DU	9	2	7	12	8	4	115
P21	TR 31416	Single Family Detached	308	DU	231	59	172	311	197	114	2,948
P22	TR 31178	Single Family Detached	147	DU	110	28	82	148	94	54	1,407
P23	TR 29994	Single Family Detached	202	DU	151	38	113	204	129	75	1,933
P24	TR 30380	Single Family Detached	71	DU	53	13	40	71	45	26	679
P25	TR 32249	Single Family Detached	275	DU	206	52	154	278	176	102	2,632
District P-5 Intra-District Capture[2]					*(470)*	*(235)*	*(235)*	*(314)*	*(157)*	*(157)*	*(1,444)*
DISTRICT P-5 TOTAL					*859*	*182*	*677*	*1,262*	*810*	*452*	*12,738*
P26	303-030-030	General Light Industrial	36	TSF	33	29	4	35	4	31	251
P27	P04-0414	Mini-Warehouse	6.25	TSF	1	1	0	2	1	1	16
		General Office Building	1.6	TSF	7	6	1	81	14	67	55
P28	P04-0625	Shopping Center	32.1	TSF	79	48	31	296	142	154	3,247
		Pass-By (25%)			*(20)*	*(12)*	*(8)*	*(74)*	*(36)*	*(39)*	*(812)*
DISTRICT P-6 TOTAL					*100*	*72*	*28*	*340*	*125*	*214*	*2,757*

[1] DU = Dwelling Unit, Stu = Students, TSF = Thousand Square Feet, AC = Acres

[2] Intra-District Capture calculations included in Appendix E of the Traffic Study.

Table 5.14-K (cont.), Cumulative Developments within Project Study Area

#	Project	Land Use	Qty	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
					Total	In	Out	Total	In	Out	
P29	TR 31241	Single Family Detached	201	DU	151	38	113	203	129	74	1,924
P30	TR 28331	Single Family Detached	30	DU	23	6	17	30	19	11	287
DISTRICT P-7 TOTAL					*174*	*44*	*130*	*233*	*148*	*85*	*2,211*
P31	Coudures	Single Family Detached	576	DU	432	109	323	582	369	213	5,512
		Residential Condominium / Townhouse	394	DU	174	28	146	205	138	67	2,309
		Apartments	252	DU	128	25	103	156	101	55	1,693
		General Office Building	78	TSF	154	135	19	166	28	138	1,102
		Shopping Center	59.7	TSF	115	70	45	446	214	232	4,857
		Pass-By (25%)			*(29)*	*(18)*	*(11)*	*(112)*	*(54)*	*(58)*	*(1,214)*
		Government Office Building	59.7	TSF	351	295	56	73	23	50	4,115
		Apartments	99	DU	51	10	41	62	40	22	665
		Elementary School	750	Stu	316	173	143	211	98	113	968
District P-8 Intra-District Capture[2]					*(522)*	*(261)*	*(261)*	*(450)*	*(225)*	*(225)*	*(3,092)*
DISTRICT P-8 TOTAL					*1,170*	*566*	*604*	*1,339*	*732*	*607*	*16,915*
P32	TR 31683	Single Family Detached	17	DU	13	3	10	17	11	6	163
P33	TR 31367	Single Family Detached	10	DU	8	2	6	10	6	4	96
P35	PM 30646	Single Family Detached	3	DU	3	1	2	3	2	1	29
DISTRICT P-9 TOTAL					*24*	*6*	*18*	*30*	*19*	*11*	*288*
P36	TR 30850	Single Family Detached	496	DU	372	94	278	501	317	184	4,747
P37	TR 31659	Single Family Detached	164	DU	123	31	92	166	105	61	1,569
P38	TR 28890	Single Family Detached	272	DU	204	52	152	275	174	101	2,603
P39	TR 31660	Single Family Detached	170	DU	127	32	95	172	109	63	1,627
P40	TR 29425	Single Family Detached	381	DU	285	72	213	385	244	141	3,646
P41	TR 33338	Single Family Detached	110	DU	83	21	62	111	70	41	1,053
DISTRICT P-10 TOTAL					*1,194*	*302*	*892*	*1,610*	*1,019*	*591*	*15,245*
P42	TR 31407	Single Family Detached	243	DU	182	46	136	246	156	90	2,326
P43	TR 31650	Single Family Detached	61	DU	46	12	34	62	39	23	584
P44	TR 30973	Single Family Detached	36	DU	27	7	20	36	23	13	345
P45	TR 31226	Single Family Detached	83	DU	62	16	46	84	53	31	794
P46	TR 31371	Single Family Detached	18	DU	13	3	10	19	12	7	172
P47	TR 31225	Single Family Detached	57	DU	43	11	32	57	36	21	545
P48	TR 33199	Single Family Detached	27	DU	20	5	15	27	17	10	258
P49	TR 33200	Single Family Detached	130	DU	98	25	73	131	83	48	1,244
P50	310-033-001,002,003	Mini-Warehouse	6	TSF	1	1	0	2	1	1	15
P52	329-172-012	Single Family Detached	9	DU	7	2	5	9	6	3	86
P53	311-090-008	Single Family Detached	123	DU	92	23	69	125	79	46	1,177
DISTRICT P-11 TOTAL					*591*	*151*	*440*	*798*	*505*	*293*	*7,546*

[1] DU = Dwelling Unit, Stu = Students, TSF = Thousand Square Feet, AC = Acres

[2] Intra-District Capture calculations included in Appendix E of the Traffic Study.

Table 5.14-K (cont.), Cumulative Developments within Project Study Area

#	Project	Land Use	Qty	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
					Total	In	Out	Total	In	Out	
P54	TR 31114	Single Family Detached	103	DU	78	20	58	104	66	38	986
P55	TR 31651	Single Family Detached	60	DU	45	11	34	60	38	22	574
P56	TR 31809	Single Family Detached	23	DU	17	4	13	24	15	9	220
P57	TR 31240	Single Family Detached	241	DU	181	46	135	243	154	89	2,306
P58	TR 31678	Single Family Detached	67	DU	51	13	38	68	43	25	641
P59	TR 31157	Single Family Detached	567	DU	426	108	318	573	363	210	5,426
P60	Park West Specific Plan	Single Family Detached	490	DU	367	93	274	495	314	181	4,689
		Single Family Detached	1599	DU	1,199	304	895	1,615	1,023	592	15,302
		Apartments	424	DU	216	42	174	263	170	93	2,849
		Neighborhood Park	19.6	Ac	4	2	2	8	4	4	98
P61	310-180-025,026	Residential Condominium / Townhouse	64	DU	28	4	24	33	22	11	375
P62	311-050-002	Shopping Center	170	TSF	216	131	85	888	426	462	9,580
		Pass-By (25%)			*(54)*	*(33)*	*(21)*	*(222)*	*(107)*	*(116)*	*(2,395)*
P63	311-180-035	Single Family Detached	57	DU	43	11	32	57	36	21	545
District P-12 Intra-District Capture[2]					*0*	*0*	*0*	*(186)*	*(93)*	*(93)*	*(1,916)*
DISTRICT P-12 TOTAL					*2,817*	*756*	*2,061*	*4,023*	*2,474*	*1,548*	*39,280*
P68	New Perris - East	Single Family Detached	180	DU	135	34	101	182	115	67	1,723
		Shopping Center	60	TSF	115	70	45	447	215	232	4,873
		Pass-By (25%)			*(29)*	*(18)*	*(11)*	*(112)*	*(54)*	*(58)*	*(1,218)*
		Shopping Center	150	TSF	200	122	78	818	393	425	8,840
		Pass-By (25%)			*(50)*	*(31)*	*(20)*	*(205)*	*(98)*	*(106)*	*(2,210)*
		Research and Development Center	680	TSF	843	700	143	735	109	626	5,515
		General Office Building	442	TSF	614	539	75	574	97	477	4,190
		General Office Building	273	TSF	418	369	49	385	66	319	2,891
		Hotel	300	Rooms	168	102	66	177	93	84	2,451
		Golf Course	18	Holes	40	32	8	50	22	28	643
District P-13 Intra-District Capture[2]					*(4)*	*(2)*	*(2)*	*(220)*	*(110)*	*(110)*	*(2,208)*
DISTRICT P-13 TOTAL					*2,450*	*1,917*	*532*	*2,831*	*848*	*1,984*	*25,490*

[1] DU = Dwelling Unit, Stu = Students, TSF = Thousand Square Feet, AC = Acres
[2] Intra-District Capture calculations included in Appendix E of the Traffic Study.

Table 5.14-K (cont.), Cumulative Developments within Project Study Area

#	Project	Land Use	Qty	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
					Total	In	Out	Total	In	Out	
P64	New Perris - West	Apartments	500	DU	255	50	205	310	200	110	3,360
		Hotel	300	Rooms	168	102	66	177	93	84	2,451
		Shopping Center	110	TSF	166	101	65	667	320	347	7,225
		Pass-By (25%)			*(42)*	*(25)*	*(16)*	*(167)*	*(80)*	*(87)*	*(1,806)*
		Shopping Center	540	TSF	432	265	167	1,907	913	994	20,326
		Pass-By (25%)			*(108)*	*(66)*	*(42)*	*(477)*	*(228)*	*(249)*	*(5,082)*
		Shopping Center	90	TSF	147	89	58	584	281	303	6,341
		Pass-By (25%)			*(37)*	*(22)*	*(15)*	*(146)*	*(70)*	*(76)*	*(1,585)*
		General Office Building	468	TSF	646	566	80	604	103	501	4,376
		General Office Building	221	TSF	354	312	42	327	55	272	2,458
		General Office Building	260	TSF	403	354	49	369	62	307	2,785
P65		General Office Building	1.26	TSF	6	5	1	81	14	67	46
P66	TR 33549	Single Family Detached	140	DU	105	27	78	142	90	52	1,340
P67	TR 33274	Single Family Detached	28	DU	21	5	16	28	18	10	268
District P-14 Intra-District Capture[2]					*(12)*	*(6)*	*(6)*	*(444)*	*(222)*	*(222)*	*(4,504)*
DISTRICT P-14 TOTAL					*2,504*	*1,757*	*748*	*3,962*	*1,549*	*2,413*	*37,999*
PERRIS TOTAL					16,459	9,508	6,951	21,577	9,185	12,391	198,094
1-A	McCanna Hills	Single Family Detached	300	DU	225	57	168	303	192	111	2,871
1-B	McCanna Hills	Single Family Detached	1073	DU	805	204	601	1,084	687	397	10,269
		Apartments	359	DU	183	36	147	223	144	79	2,412
		Elementary School	800	Stu	336	184	152	224	104	120	1,032
Zone 1-B Intra-Zone Capture[2]					*(538)*	*(269)*	*(269)*	*(358)*	*(179)*	*(179)*	*(1,652)*
1-C	McCanna Hills	Single Family Detached	843	DU	632	160	472	852	540	312	8,068
		Apartments	265	DU	136	27	109	164	106	58	1,781
		Shopping Center	166	TSF	212	129	83	873	419	454	9,425
		Pass-By (25%)			*(53)*	*(32)*	*(21)*	*(218)*	*(105)*	*(114)*	*(2,356)*
		Elementary School	800	Stu	336	184	152	224	104	120	1,032
Zone 1-C Intra-Zone Capture[2]					*(538)*	*(269)*	*(269)*	*(542)*	*(271)*	*(271)*	*(3,536)*
DISTRICT C-1 TOTAL					*1,736*	*411*	*1,325*	*2,829*	*1,741*	*1,087*	*29,346*
2-A	Lake Nuevo Village	Single Family Detached	300	DU	225	57	168	303	192	111	2,871
DISTRICT C-2 TOTAL					*225*	*57*	*168*	*303*	*192*	*111*	*2,871*
3-A	Stoneridge	Single Family Detached	722	DU	541	137	404	729	462	267	6,910
		Elementary School	600	Stu	252	138	114	168	78	90	774
		Junior High School	900	Stu	477	261	216	135	72	63	1,458
Zone 3-A Intra-Zone Capture[2]					*(592)*	*(296)*	*(296)*	*(322)*	*(161)*	*(161)*	*(1,824)*
3-B	Stoneridge	Single Family Detached	771	DU	578	146	432	778	493	285	7,378
3-C	Stoneridge	Single Family Detached	426	DU	320	81	239	431	273	158	4,077
		Apartments	459	DU	234	46	188	285	184	101	3,084
		Shopping Center	532	TSF	426	261	165	1,888	904	984	20,126
		Pass-By (25%)			*(107)*	*(65)*	*(41)*	*(472)*	*(226)*	*(246)*	*(5,032)*
Zone 3-C Intra-Zone Capture[2]					*0*	*0*	*0*	*(398)*	*(199)*	*(199)*	*(4,026)*
DISTRICT C-3 TOTAL					*2,129*	*709*	*1,421*	*3,222*	*1,880*	*1,342*	*32,925*

[1] DU = Dwelling Unit, Stu = Students, TSF = Thousand Square Feet, AC = Acres

[2] Intra-District Capture calculations included in Appendix E of the Traffic Study.

Table 5.14-K (cont.), Cumulative Developments within Project Study Area

#	Project	Land Use	Qty	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
					Total	In	Out	Total	In	Out	
4-A	Riverpark	Single Family Detached	233	DU	174	44	130	235	149	86	2,230
		Residential Condominium / Townhouse	970	DU	427	68	359	505	340	165	5,684
		Shopping Center	90	TSF	147	89	58	584	281	303	6,341
		Pass-By (25%)			*(37)*	*(22)*	*(15)*	*(146)*	*(70)*	*(76)*	*(1,585)*
		Elementary School	600	Stu	252	138	114	168	78	90	774
		Junior High School	250	Stu	133	73	60	38	20	18	405
Zone 4-A Intra-Zone Capture[2]					*(456)*	*(228)*	*(228)*	*(406)*	*(203)*	*(203)*	*(2,672)*
4-B	Riverpark	Single Family Detached	439	DU	329	83	246	443	281	162	4,201
		Apartments	180	DU	92	18	74	112	72	40	1,210
		Residential Condominium / Townhouse	1037	DU	457	73	384	539	363	176	6,077
		Shopping Center	99	TSF	155	95	60	622	298	324	6,747
		Pass-By (25%)			*(39)*	*(24)*	*(15)*	*(156)*	*(75)*	*(81)*	*(1,687)*
Zone 4-B Intra-Zone Capture[2]					*0*	*0*	*0*	*(132)*	*(66)*	*(66)*	*(1,350)*
4-C	Riverpark	Single Family Detached	248	DU	186	47	139	251	159	92	2,373
		Apartments	283	DU	144	28	116	175	113	62	1,902
		Residential Condominium / Townhouse	425	DU	187	30	157	221	149	72	2,491
		Shopping Center	138	TSF	191	116	75	774	371	403	8,372
		Pass-By (25%)			*(48)*	*(29)*	*(19)*	*(194)*	*(93)*	*(101)*	*(2,093)*
		Elementary School	600	Stu	252	138	114	168	78	90	774
		Junior High School	250	Stu	133	73	60	38	20	18	405
Zone 4-C Intra-Zone Capture[2]					*(456)*	*(228)*	*(228)*	*(446)*	*(223)*	*(223)*	*(3,078)*
4-D	Riverpark	Apartments	1000	DU	510	100	410	620	400	220	6,720
		Residential Condominium / Townhouse	1343	DU	591	94	497	698	470	228	7,870
		General Office Building	290	TSF	440	388	52	402	69	333	3,025
		Shopping Center	101	TSF	158	96	62	630	303	327	6,835
		Pass-By (25%)			*(40)*	*(24)*	*(16)*	*(158)*	*(76)*	*(82)*	*(1,709)*
		Elementary School	1200	Stu	504	276	228	336	156	180	1,548
		Junior High School	200	Stu	106	58	48	30	16	14	324
Zone 4-D Intra-Zone Capture[2]					*(866)*	*(433)*	*(433)*	*(714)*	*(357)*	*(357)*	*(4,304)*
DISTRICT C-4 TOTAL					*3,626*	*1,137*	*2,489*	*5,237*	*3,023*	*2,214*	*57,830*
5-A	Communities Southwest	Single Family Detached	600	DU	450	114	336	606	384	222	5,742
DISTRICT C-5 TOTAL					*450*	*114*	*336*	*606*	*384*	*222*	*5,742*
6-A	Nutrilite	General Light Industrial	360	TSF	332	292	40	353	43	310	2,509
DISTRICT C-6 TOTAL					*332*	*292*	*40*	*353*	*43*	*310*	*2,509*
7-A	Motte	Single Family Detached	1950	DU	1,463	371	1,092	1,970	1,248	722	18,662
		Apartments	250	DU	128	25	103	155	100	55	1,680
		Shopping Center	100	TSF	157	96	61	626	300	326	6,791
		Pass-By (25%)			*(39)*	*(24)*	*(15)*	*(157)*	*(75)*	*(82)*	*(1,698)*
		Junior High School	1200	Stu	636	348	288	180	96	84	1,944
District C-7 Intra-District Capture[2]					*(256)*	*(128)*	*(128)*	*(204)*	*(102)*	*(102)*	*(2,136)*
DISTRICT C-7 TOTAL					*2,089*	*688*	*1,401*	*2,570*	*1,567*	*1,003*	*25,243*

[1] DU = Dwelling Unit, Stu = Students, TSF = Thousand Square Feet, AC = Acres

[2] Intra-District Capture calculations included in Appendix E of the Traffic Study.

Table 5.14-K (cont.), Cumulative Developments within Project Study Area

#	Project	Land Use	Qty	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
					Total	In	Out	Total	In	Out	
C1	TR 30773	Single Family Detached	91	DU	68	17	51	92	58	34	871
DISTRICT C-11 TOTAL					*68*	*17*	*51*	*92*	*58*	*34*	*871*
C2	TR 32764	Single Family Detached	12	DU	9	2	7	12	8	4	115
C3	TR 33020	Single Family Detached	8	DU	6	2	4	8	5	3	77
C43	Lakeview/Nuevo Redevelopment	Single Family Detached	160	DU	120	30	90	161	102	59	1,531
		Shopping Center	496	TSF	412	253	159	1,799	862	937	19,221
		Pass-By (25%)			*(103)*	*(63)*	*(40)*	*(450)*	*(216)*	*(234)*	*(4,805)*
		General Light Industrial	194	TSF	179	158	21	190	23	167	1,356
		Single Family Detached	32	DU	24	6	18	32	20	12	306
DISTRICT C-12 TOTAL					*647*	*388*	*259*	*1,752*	*804*	*948*	*17,801*
C4	TR 33302	Single Family Detached	54	DU	40	10	30	55	35	20	517
C5	TR 33339	Single Family Detached	41	DU	31	8	23	41	26	15	392
DISTRICT C-13 TOTAL					*71*	*18*	*53*	*96*	*61*	*35*	*909*
C6	TR 30032	Single Family Detached	9	DU	7	2	5	9	6	3	86
C7	TR 31567	Single Family Detached	12	DU	9	2	7	12	8	4	115
C8	TR 32165	Single Family Detached	85	DU	64	16	48	85	54	31	813
C9	TR 32187	Single Family Detached	20	DU	15	4	11	20	13	7	191
C10	TR 33372	Single Family Detached	94	DU	71	18	53	95	60	35	900
DISTRICT C-15 TOTAL					*166*	*42*	*124*	*221*	*141*	*80*	*2,105*
C11	TR 33178	Single Family Detached	11	DU	8	2	6	11	7	4	105
DISTRICT C-16 TOTAL					*8*	*2*	*6*	*11*	*7*	*4*	*105*
C12	Creekside SP-329	Single Family Detached	967	DU	726	184	542	977	619	358	9,254
		Residential Condominium / Townhouse	345	DU	152	24	128	180	121	59	2,022
		Neighborhood Park	12.5	Ac	2	1	1	6	3	3	63
DISTRICT C-21 TOTAL					*880*	*209*	*671*	*1,163*	*743*	*420*	*11,339*
C13	TR 31207	Single Family Detached	277	DU	208	53	155	279	177	102	2,651
C14	TR 27888	Single Family Detached	131	DU	98	25	73	132	84	48	1,254
DISTRICT C-22 TOTAL					*306*	*78*	*228*	*411*	*261*	*150*	*3,905*
C15	TR 30915	Single Family Detached	322	DU	241	61	180	325	206	119	3,082
C16	TR 31817	Single Family Detached	28	DU	21	5	16	28	18	10	268
DISTRICT C-23 TOTAL					*262*	*66*	*196*	*353*	*224*	*129*	*3,350*
C17	TT 29534	Single Family Detached	33	DU	24	6	18	33	21	12	316
C18	TR 32064	Single Family Detached	48	DU	36	9	27	49	31	18	459
C19	TR 32065	Single Family Detached	107	DU	80	20	60	108	68	40	1,024
C20	TR 33177	Single Family Detached	12	DU	9	2	7	12	8	4	115
C21	TR 32063	Single Family Detached	165	DU	123	31	92	167	106	61	1,579
DISTRICT C-24 TOTAL					*272*	*68*	*204*	*369*	*234*	*135*	*3,493*
C22	CUP 02565 R2		--	--	NOM*	NOM*	NOM*	NOM*	NOM*	NOM*	NOM*
DISTRICT C-25 TOTAL					*NOM**	*NOM**	*NOM**	*NOM**	*NOM**	*NOM**	*NOM**
C23	TT 31583	Single Family Detached	156	DU	117	30	87	158	100	58	1,493
C24	TR 25860	Single Family Detached	49	DU	36	9	27	49	31	18	469
C25	TR 30926	Single Family Detached	388	DU	291	74	217	392	248	144	3,713
C26	TR 33218	Single Family Detached	18	DU	13	3	10	19	12	7	172
C27	TR 32965	Single Family Detached	64	DU	48	12	36	65	41	24	612
DISTRICT C-27 TOTAL					*505*	*128*	*377*	*683*	*432*	*251*	*6,459*

[1] DU = Dwelling Unit, Stu = Students, TSF = Thousand Square Feet, AC = Acres

* NOM = Nominal, less than 100 vehicle trip ends per day

Table 5.14-K (cont.), Cumulative Developments within Project Study Area

#	Project	Land Use	Qty	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
					Total	In	Out	Total	In	Out	
C28	TR 29906	Single Family Detached	280	DU	210	53	157	283	179	104	2,680
		Neighborhood Park	10	Ac	2	1	1	4	2	2	50
C29	TR 31687	Single Family Detached	141	DU	106	27	79	142	90	52	1,349
C30	TR 32748	Single Family Detached	69	DU	52	13	39	70	44	26	660
C44	Trailmark Community Development	Single Family Detached	729	DU	547	139	408	737	467	270	6,977
		Elementary School	600	Stu	252	138	114	168	78	90	774
		Day Care Center	100	Stu	80	42	38	82	39	43	448
District C-28 Intra-District Capture[2]					*(402)*	*(201)*	*(201)*	*(268)*	*(134)*	*(134)*	*(1,240)*
DISTRICT C-28 TOTAL					*847*	*212*	*635*	*1,218*	*765*	*453*	*11,698*
C31	TR 30592	Single Family Detached	131	DU	98	25	73	132	84	48	1,254
C32	CUP 03315	Gasoline/Service Station with Convenience Market and Car Wash	17	VFP	181	92	89	226	113	113	2,598
		Pass-By (25%)			*(45)*	*(23)*	*(22)*	*(57)*	*(28)*	*(28)*	*(650)*
		Fast Food Restaurant w/Drive Thru	5.64	TSF	300	153	147	196	102	94	2,798
		Pass-By (25%)			*(75)*	*(38)*	*(37)*	*(49)*	*(26)*	*(24)*	*(700)*
		High-Turnover (Sit-Down) Restaurant	6.5	TSF	75	39	36	71	43	28	826
		Pass-By (25%)			*(19)*	*(10)*	*(9)*	*(18)*	*(11)*	*(7)*	*(207)*
C33	CUP 03320	Gasoline/Service Station with Convenience Market and Car Wash	16	VFP	170	87	83	214	107	107	2,445
		Pass-By (25%)			*(43)*	*(22)*	*(21)*	*(54)*	*(27)*	*(27)*	*(611)*
		Fast Food Restaurant w/Drive Thru	3.68	TSF	196	100	96	127	66	61	1,826
		Pass-By (25%)			*(49)*	*(25)*	*(24)*	*(32)*	*(17)*	*(15)*	*(457)*
C34	CUP 03370	Shopping Center	32	TSF	79	48	31	295	142	153	3,238
		Pass-By (25%)			*(20)*	*(12)*	*(8)*	*(74)*	*(36)*	*(38)*	*(810)*
C35	PP 20157	Warehousing	24	TSF	11	9	2	11	3	8	119
C36	PP 09997	Single Family Detached	22.8	DU	17	4	13	23	15	8	218
		General Office Building	2.4	TSF	9	8	1	82	14	68	76
C37	PP 16932	Manufacturing	12	TSF	9	7	2	9	3	6	46
C38	Majestic Freeway Business Center**	Warehousing	1727	TSF	483	397	86	501	121	380	6,494
		Initially Subtract Truck Trips (25%)			*(121)*	*(99)*	*(22)*	*(125)*	*(30)*	*(95)*	*(1,624)*
		Add Truck PCE (2.0)			*242*	*198*	*44*	*250*	*60*	*190*	*3,248*
		Intra Land Use Trips (10%)			*(60)*	*(50)*	*(11)*	*(63)*	*(15)*	*(48)*	*(812)*
		Shopping Center	680	TSF	496	306	190	2,217	1,061	1,156	23,610
		Pass-By (25%)			*(124)*	*(77)*	*(48)*	*(554)*	*(265)*	*(289)*	*(5,903)*
District C-29 Intra-District Capture[2]					*0*	*0*	*0*	*(126)*	*(63)*	*(63)*	*(1,056)*
DISTRICT C-29 TOTAL					*1,810*	*1,117*	*691*	*3,202*	*1,416*	*1,786*	*35,966*

[1] DU = Dwelling Unit, Stu = Students, TSF = Thousand Square Feet, AC = Acres

[2] Intra-District Capture calculations included in Appendix E of the Traffic Study.

** Trip Generation for Majestic Freeway Business Center based on Ramona Mobility Group Other Development Data
PCE = Passenger Car Equivalent for Trucks

Table 5.14-K (cont.), Cumulative Developments within Project Study Area

#	Project	Land Use	Qty	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
					Total	In	Out	Total	In	Out	
C39	Nuevo Business Center	General Light Industrial	1139	TSF	1,048	923	125	1,117	137	980	7,939
		Initially Subtract Truck Trips (25%)			*(262)*	*(231)*	*(31)*	*(279)*	*(34)*	*(245)*	*(1,985)*
		Add Truck PCE (2.5)			*655*	*578*	*78*	*698*	*85*	*613*	*4,963*
		Shopping Center	52	TSF	105	64	41	407	195	212	4,440
		Pass-By (25%)			*(26)*	*(16)*	*(10)*	*(102)*	*(49)*	*(53)*	*(1,110)*
		High-Turnover (Sit-Down) Restaurant	4.8	TSF	56	29	27	52	32	20	610
		Pass-By (25%)			*(14)*	*(7)*	*(7)*	*(13)*	*(8)*	*(5)*	*(153)*
C40	PP 19390	Warehousing	3.5	TSF	1	1	0	1	0	1	17
C41	CUP 03436	Warehousing	100	TSF	45	37	8	47	12	35	496
C42	TR 32300	Single Family Detached	8	DU	6	2	4	8	5	3	77
DISTRICT C-30 TOTAL					*1,614*	*1,380*	*235*	*1,936*	*375*	*1,561*	*15,294*
COUNTY OF RIVERSIDE TOTAL					18,043	7,133	10,910	26,627	14,351	12,275	269,761
SJ1	TR 31759	Single Family Detached	350	DU	263	67	196	354	224	130	3,350
	TR 31760	Single Family Detached	276	DU	207	52	155	279	177	102	2,641
	TR 30033 (SP 1-01)	Single Family Detached	150	DU	113	29	84	152	96	56	1,436
	TR 30034 (SP 1-01)	Single Family Detached	50	DU	38	10	28	51	32	19	479
	TR 30035 (SP 1-01)	Single Family Detached	74	DU	55	14	41	74	47	27	708
	TR 30036 (SP 1-01)	Single Family Detached	104	DU	78	20	58	105	67	38	995
	TR 30084 (SP 1-01)	Single Family Detached	111	DU	83	21	62	112	71	41	1,062
DISTRICT SJ-1 TOTAL					*837*	*213*	*624*	*1,127*	*714*	*413*	*10,671*
SJ5	TR 31806	Single Family Detached	309	DU	232	59	173	312	198	114	2,957
SJ26	S.J. Corridor SP	Office Park	750	TSF	1,306	1,163	143	1,126	158	968	8,565
SJ27	S.J. Corridor SP	Business Park	750	TSF	1,073	900	173	968	225	743	9,570
SJ28	S.J. Corridor SP	Shopping Center	750	TSF	526	323	203	2,370	1,140	1,230	25,163
		Pass-By (25%)			*(132)*	*(81)*	*(51)*	*(593)*	*(285)*	*(308)*	*(6,291)*
District SJ-2 Intra-District Capture[2]					*(6)*	*(3)*	*(3)*	*(340)*	*(170)*	*(170)*	*(3,546)*
DISTRICT SJ-2 TOTAL					*2,999*	*2,361*	*638*	*3,843*	*1,266*	*2,577*	*36,418*

[1] DU = Dwelling Unit, Stu = Students, TSF = Thousand Square Feet, AC = Acres

[2] Intra-District Capture calculations included in Appendix E of the Traffic Study.

PCE = Passenger Car Equivalent for Trucks

Table 5.14-K (cont.), Cumulative Developments within Project Study Area

#	Project	Land Use	Qty	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
					Total	In	Out	Total	In	Out	
SJ2	Villages of San Jacinto	Single Family Detached	1640	DU	1,230	312	918	1,657	1,050	607	15,695
		Elementary School	600	Stu	252	138	114	168	78	90	774
		Junior High School	1000	Stu	530	290	240	150	80	70	1,620
		Business Park	14.8	Ac	279	237	42	249	50	199	2,217
		Park	34.2	Ac	222	111	111	154	77	77	1,710
		Shopping Center	477	TSF	400	243	157	1,753	843	910	18,736
		Pass-By (25%)			*(100)*	*(61)*	*(39)*	*(438)*	*(211)*	*(228)*	*(4,684)*
		Shopping Center	250	TSF	270	165	105	1,145	550	595	12,320
		Pass-By (25%)			*(68)*	*(41)*	*(26)*	*(286)*	*(138)*	*(149)*	*(3,080)*
SJ3	TR 30943	Single Family Detached	210	DU	158	40	118	212	134	78	2,010
SJ4	TR 31136	Single Family Detached	99	DU	74	19	55	100	63	37	947
SJ6	Ashbrook PUD (PM 29447)	Single Family Detached	210	DU	158	40	118	212	134	78	2,010
SJ7	SP 1-04	Single Family Detached	2022	DU	1,516	384	1,132	2,042	1,294	748	19,351
District SJ-3 Intra-District Capture[2]					*(624)*	*(312)*	*(312)*	*(960)*	*(480)*	*(480)*	*(8,342)*
DISTRICT SJ-3 TOTAL					*4,297*	*1,565*	*2,733*	*6,158*	*3,524*	*2,632*	*61,284*
SJ8	TR 30598	Single Family Detached	580	DU	435	110	325	586	371	215	5,551
SJ9	TR 31886	Single Family Detached	318	DU	238	60	178	322	204	118	3,043
DISTRICT SJ-4 TOTAL					*673*	*170*	*503*	*908*	*575*	*333*	*8,594*
SJ10	TR 28858A1	Single Family Detached	65	DU	48	12	36	66	42	24	622
	TR 31037	Single Family Detached	263	DU	197	50	147	265	168	97	2,517
	TR 31282	Single Family Detached	274	DU	205	52	153	276	175	101	2,622
	TR 31154	Single Family Detached	135	DU	102	26	76	136	86	50	1,292
	TR 29092	Single Family Detached	143	DU	107	27	80	145	92	53	1,369
	TR 31900	Single Family Detached	110	DU	83	21	62	111	70	41	1,053
	VTR 31384	Single Family Detached	91	DU	68	17	51	92	58	34	871
SJ11	TR 30814	Single Family Detached	179	DU	134	34	100	181	115	66	1,713
	TR 30481	Single Family Detached	137	DU	103	26	77	139	88	51	1,311
	TR 31555	Single Family Detached	115	DU	86	22	64	117	74	43	1,101
	TR 30813*	Single Family Detached	173	DU	130	33	97	175	111	64	1,656
	TR 30335*	Single Family Detached	69	DU	52	13	39	70	44	26	660
	TR 30944	Single Family Detached	102	DU	76	19	57	103	65	38	976
SJ12	TR 31097	Single Family Detached	224	DU	168	43	125	226	143	83	2,144
	TR 31293	Single Family Detached	100	DU	75	19	56	101	64	37	957
	TR 29384*	Single Family Detached	66	DU	50	13	37	66	42	24	632
	TR 31246	Single Family Detached	135	DU	102	26	76	136	86	50	1,292
	TR 31325	Single Family Detached	169	DU	127	32	95	171	108	63	1,617
SJ13	TR 31544	Single Family Detached	135	DU	102	26	76	136	86	50	1,292
SJ14	TR 32843	Single Family Detached	150	DU	113	29	84	152	96	56	1,436
DISTRICT SJ-5 TOTAL					*2,128*	*540*	*1,588*	*2,864*	*1,813*	*1,051*	*27,133*

[1] DU = Dwelling Unit, Stu = Students, TSF = Thousand Square Feet, AC = Acres

[2] Intra-District Capture calculations included in Appendix E of the Traffic Study.

Table 5.14-K (cont.), Cumulative Developments within Project Study Area

#	Project	Land Use	Qty	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
					Total	In	Out	Total	In	Out	
SJ15	TR 30828*	Single Family Detached	297	DU	222	56	166	300	190	110	2,842
	TR 30597	Single Family Detached	116	DU	87	22	65	117	74	43	1,110
SJ16	SP 1-02	Single Family Detached	870	DU	652	165	487	879	557	322	8,326
SJ17	Vanderham (TR 32155)	Single Family Detached	255	DU	191	48	143	257	163	94	2,440
DISTRICT SJ-6 TOTAL					*1,152*	*291*	*861*	*1,553*	*984*	*569*	*14,718*
SJ18	TR 31296	Single Family Detached	55	DU	41	10	31	55	35	20	526
	TR 30942	Single Family Detached	77	DU	58	15	43	77	49	28	737
	TR 30878	Single Family Detached	172	DU	129	33	96	174	110	64	1,646
SJ19	TR 30462*	Single Family Detached	211	DU	158	40	118	213	135	78	2,019
	TR 32250	Single Family Detached	53	DU	40	10	30	54	34	20	507
	TR 31929	Single Family Detached	79	DU	59	15	44	80	51	29	756
SJ20	TR 30603	Single Family Detached	203	DU	153	39	114	205	130	75	1,943
	TR 29823	Single Family Detached	154	DU	115	29	86	156	99	57	1,474
SJ21	TR 29859	Single Family Detached	82	DU	62	16	46	82	52	30	785
SJ22	TR 32352	Single Family Detached	140	DU	105	27	78	142	90	52	1,340
SJ23	TR 31294	Single Family Detached	37	DU	28	7	21	38	24	14	354
SJ24	TR 32247	Single Family Detached	150	DU	113	29	84	152	96	56	1,436
SJ25	TR 22665*	Single Family Detached	147	DU	110	28	82	148	94	54	1,407
DISTRICT SJ-7 TOTAL					*1,171*	*298*	*873*	*1,576*	*999*	*577*	*14,930*
SAN JACINTO TOTAL					13,257	5,438	7,820	18,029	9,875	8,152	173,748
GRAND TOTAL					47,759	22,079	25,681	66,233	33,411	32,818	641,603

[1] DU = Dwelling Unit, Stu = Students, TSF = Thousand Square Feet, AC = Acres

Base Case – Phase 1 – Existing plus Ambient Growth Plus Cumulative Development Without Project Conditions

To determine what future conditions would be with cumulative development but without project traffic, the following analysis includes existing area traffic, which has been increased by a 1% per year growth rate, and a portion of cumulative development traffic, without project traffic. The 32 intersections shown in **Table 5.14-L, Intersection Level of Service – Base Case Phase 1 Existing plus Ambient Growth Plus Cumulative Development Without Project,** are projected to operate at an unacceptable level of service.

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development without Project conditions. The segments shown in **Table 5.14-M, Street Segment Level of Service – Base Case Phase 1 Existing plus Ambient Growth plus Cumulative Development Without Project** are projected to operate at an unacceptable level of service. Thus, without the project both intersections and roadway segments would fail due to cumulative development.

Note that **Table 5.14-L** and **5.14-M** also show the same intersections and roadway segments with the improvements (With Mitigation) necessary to bring them to below the threshold of significance for the jurisdiction within which they are located. Mitigation measures are discussed and analyzed in the **Required Mitigation Measures, Phase 1 Required Mitigation** section beginning on page 5.14-84.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-8c, Estimated Average Daily Traffic (ADT) – Base Case Phase 1 Existing plus Ambient Growth Plus Cumulative Development Without Project**.

Table 5.14-L, Intersection Level of Service – Base Case Phase 1 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	99.2	F	OFL	F	Signal	28.9	C	68.0	E
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	107.2	F	101.4	F	Signal	18.6	B	22.2	C
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	107.7	F	OFL	F	Signal	46.0	D	69.6	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	53.4	D	46.7	D
6	Rider St. / Ramona Exwy.	Perris/E	Signal	33.3	C	153.1	F	Signal	31.2	C	28.6	C
7	Antelope Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	22.2	C	32.9	C
8	Bernasconi Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	22.0	C	33.0	C
9	Reservoir Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	42.3	D	52.9	D
11	Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	18.1	B	26.5	C
12	Town Center. Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	9.5	A	15.4	B
15	Park Center Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	15.0	B	20.7	C
16	Bridge St. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	13.9	B	21.7	C
17	Warren Rd. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	30.2	C	44.6	D
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	197.2	F	OFL	F	Signal	51.3	D	46.0	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	102.0	F	124.6	F	Signal	15.9	B	16.6	B
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	127.5	F	OFL	F	Signal	41.3	D	33.3	C
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.6	C	20.4	C
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	30.3	C	40.6	D
26	Lakeview Ave. / 9th St.	Riv. Co./D	AWSC	18.1	C	50.3	F	AWSC	11.4	B	14.4	B

Table 5.14-L, Intersection Level of Service – Base Case Phase 1 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	28.0	C	30.2	C
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	35.5	D	34.4	C
41	North Dr. / Lakeview Ave.	Riv. Co./D	TWSC	60.2	F	108.5	F	Signal	6.4	A	4.9	A
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	33.7	C	40.4	D
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	16.9	B	19.2	B
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	18.2	B	20.8	C
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	19.4	B	21.9	C
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	46.5	D	43.5	D
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	36.9	D	47.2	D
50	Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	23.8	C	41.5	D
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	71.7	F	192.3	F	Signal	36.1	D	43.4	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	28.9	C	32.8	C
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	154.9	F	OFL	F	Signal	14.5	B	24.9	C

[1] TWSC = Two Way Stop Control; AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-M, Street Segment Level of Service – Base Case Phase 1 Existing plus Ambient Growth plus Cumulative Development Without Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	47,300	Expressway	4	1.16	F	Expressway	6	0.77	C
Perris Blvd. to Evans Rd.	Perris/D	46,600	Expressway	4	1.14	F	Expressway	6	0.76	C
Evans Rd. to Lake Perris Dr.	Perris/D	41,300	Expressway	4	1.01	F	Expressway	6	0.67	B
Lake Perris Dr. to Rider St.	Perris/D	40,800	Expressway	4	1.00	E	Expressway	6	0.67	B
Rider St. to Antelope Rd.	Riv. Co./D	47,700	Expressway	2	2.41	F	Expressway	6	0.78	≤C
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	46,600	Expressway	2	2.35	F	Expressway	6	0.76	≤C
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	44,200	Expressway	2	2.23	F	Expressway	6	0.72	≤C
Reservoir Ave. to Hansen Ave.	Riv. Co./D	45,700	Expressway	2	2.31	F	Expressway	6	0.75	≤C
Hansen Ave. to Town Center Blvd.	Riv. Co./D	44,600	Expressway	2	2.25	F	Expressway	6	0.73	≤C
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	44,100	Expressway	2	2.23	F	Expressway	6	0.72	≤C
Park Center Blvd. to Bridge St.	Riv. Co./D	42,400	Expressway	2	2.14	F	Expressway	6	0.69	≤C
Bridge St. to Warren Rd.	Riv. Co./D	39,800	Expressway	2	2.01	F	Expressway	6	0.65	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	32,800	Expressway	2	1.66	F	Expressway	4	0.80	D
10th Street										
San Jacinto River to Reservoir Ave.	Riv. Co./D	17,000	Major	2	0.99	E	Major	4	0.50	≤C
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	36,600	Arterial	2	2.03	F	Arterial	6	0.68	B
Evans Rd. to Dunlap Rd.	Perris/D	35,700	Arterial	2	1.98	F	Arterial	6	0.66	B
Dunlap Rd. to Foothill Ave.	Riv. Co./D	38,700	Urban Arterial	2	2.15	F	Urban Arterial	6	0.72	≤C
Foothill Ave. to Antelope Rd.	Riv. Co./D	36,300	Urban Arterial	2	2.02	F	Urban Arterial	6	0.67	≤C
Antelope Rd. to Menifee Rd.	Riv. Co./D	31,400	Urban Arterial	2	1.74	F	Urban Arterial	4	0.87	D
Menifee Rd. to Lakeview Ave.	Riv. Co./D	26,700	Urban Arterial	2	1.48	F	Urban Arterial	4	0.74	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	16,900	Urban Arterial	2	0.94	E	Urban Arterial	4	0.47	≤C
Reservoir Avenue										
9th St. to Ramona Exwy.	Riv. Co./D	27,000	Urban Arterial	2	1.50	F	Urban Arterial	4	0.75	≤C
Lakeview Avenue										
Nuevo Rd. to North Dr.	Riv. Co./D	22,100	Collector	2	1.70	F	Secondary	4	0.85	D
North Dr. to 10th St.	Riv. Co./D	21,900	Collector	2	1.68	F	Secondary	4	0.85	D
10th St. to 9th St.	Riv. Co./D	13,200	Collector	2	1.02	F	Secondary	4	0.51	≤C
North of 9th St.	Riv. Co./D	12,900	Collector	2	0.99	E	Secondary	4	0.50	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	23,300	Arterial	2	1.29	F	Arterial	4	0.65	≤C
Sanderson Avenue										

Table 5.14-M, Street Segment Level of Service – Base Case Phase 1 Existing plus Ambient Growth plus Cumulative Development Without Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	37,900	Expressway	4	0.93	E	Expressway	6	0.62	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

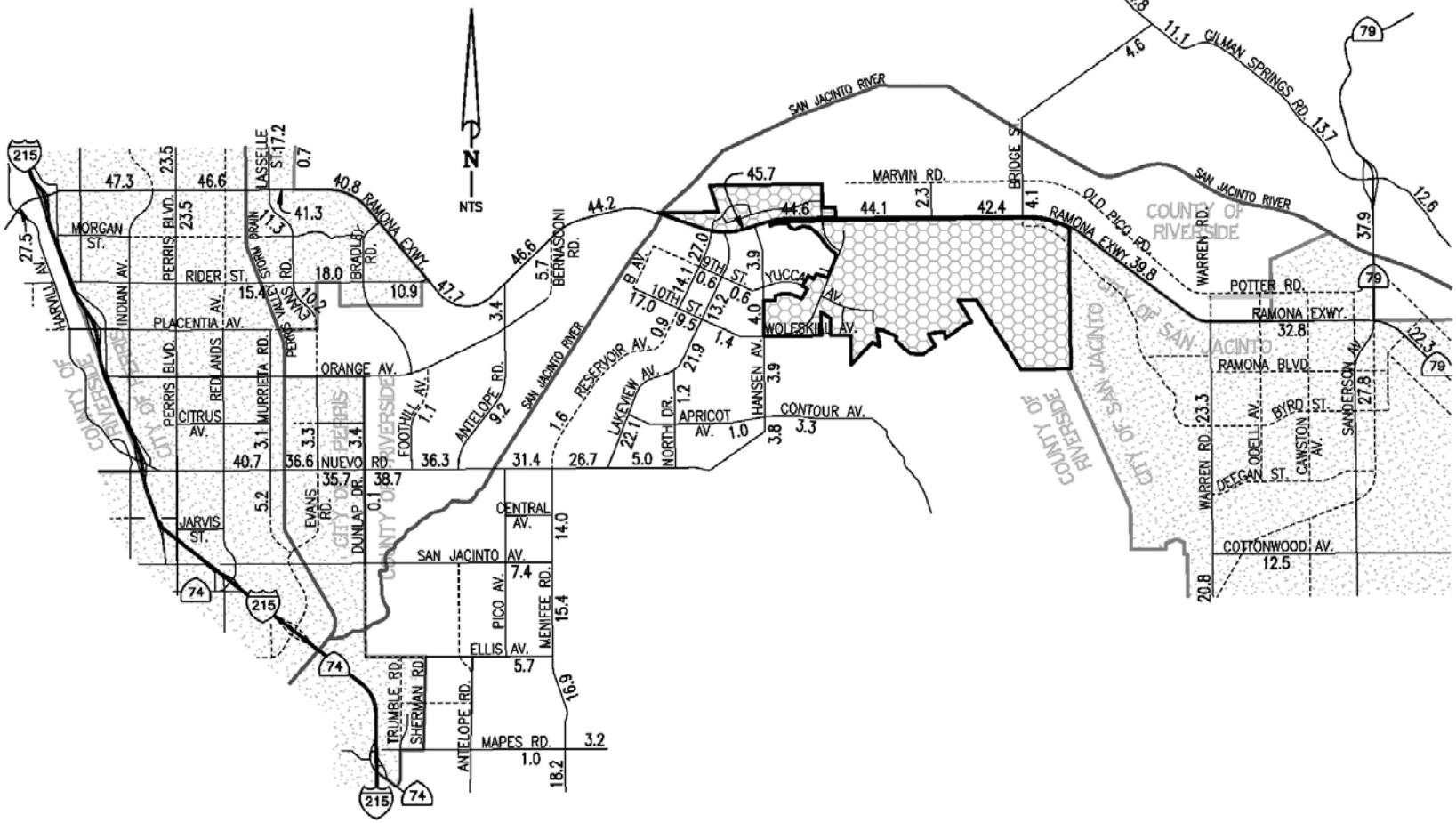


Figure 5.14-8c

Estimated Average Daily Traffic (ADT) - Base Case Phase I
Existing Plus Ambient Growth Plus Cumulative Development Without Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Base Case – Phase 1 – Existing plus Ambient Growth Plus Cumulative Development With Project Conditions

To evaluate the project's impacts when considered with other reasonably foreseeable projects in the study area, this analysis includes existing area traffic, which has been increased by a 1% per year growth rate, a portion of cumulative development traffic and Phase 1 project traffic. The 32 intersections shown in **Table 5.14-N, Intersection Level of Service – Base Case Phase 1 Existing plus Ambient Growth Plus Cumulative Development With Project,** are projected to operate at an unacceptable level of service. Thus, the addition of Phase 1 project traffic contributed to the failure of 11 additional intersections. Therefore, both without and with the project, cumulative impacts to area intersections are **significant without mitigation.**

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development with Project conditions. The segments shown in **Table 5.14-O, Street Segment Level of Service – Base Case Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project** are projected to operate at an unacceptable level of service. Therefore, both without and with the project, cumulative impacts to area roadway segments are **significant without mitigation.**

Note that **Tables 5.14-N** and **5.14-O** also show the same intersections and roadway segments with the improvements (With Mitigation) necessary to bring them to below the threshold of significance for the jurisdiction within which they are located. Mitigation measures are discussed and analyzed in the **Phase 1 Required Mitigation** section beginning on page 5.14-84.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-9, Estimated Average Daily Traffic (ADT) – Base Case Phase 1 Existing plus Ambient Growth Plus Cumulative Development With Project** and **Figure 5.14-10, Estimated Average Daily Traffic (ADT) – Base Case Phase 1 Existing plus Ambient Growth Plus Cumulative Development With Project**. This represents substantial increases in traffic from the existing condition and is **significant without mitigation.**

Table 5.14-N, Intersection Level of Service – Base Case Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	118.4	F	OFL	F	Signal	22.7	C	69.8	E
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	143.7	F	126.8	F	Signal	37.0	D	54.3	D
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	135.7	F	OFL	F	Signal	51.7	D	78.8	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	67.7	E	65.9	E
6	Rider St. / Ramona Exwy.	Perris/E	Signal	52.3	D	OFL	F	Signal	47.7	D	69.4	E
7	Antelope Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	42.7	D	15.7	B
8	Bernasconi Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	17.9	B	17.9	B
9	Reservoir Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	35.9	D	54.3	D
11	Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	15.9	B	17.7	B
12	Town Center. Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	32.1	C	46.4	D
15	Park Center Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	11.0	B	35.0	D
16	Bridge St. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	19.4	B	45.2	D
17	Warren Rd. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	28.3	C	48.4	D
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	55.0	D	53.6	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	19.6	B	21.9	C
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	127.5	F	OFL	F	Signal	41.3	D	33.3	C
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.6	C	20.4	C
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	28.7	C	36.3	D
26	Lakeview Ave. / 9th St.	Riv. Co./D	AWSC	33.7	D	122.4	F	AWSC	13.2	B	20.8	C

Table 5.14-N, Intersection Level of Service – Base Case Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project

			Without Mitigation					With Mitigation				
				AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour	
	Intersection	Jurisdiction/ Allowable LOS	Traffic Control Status[1]	Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS	Traffic Control Status[1]	Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.1	C	30.4	C
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	41.4	D	48.6	D
41	North Dr. / Lakeview Ave.	Riv. Co./D	TWSC	165.6	F	OFL	F	Signal	11.0	B	15.2	B
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	23.9	C	26.9	C
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	18.8	B	26.6	C
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	20.7	C	28.6	C
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	22.0	C	32.3	C
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	42.0	D	41.0	D
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	34.2	C	52.8	D
50	Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	17.5	B	16.8	B
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	89.5	F	OFL	F	Signal	40.7	D	49.5	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	30.8	C	34.7	C

[1] TWSC = Two Way Stop Control; AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-O, Street Segment Level of Service – Base Case
Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	53,500	Expressway	4	1.31	F	Expressway	6	0.87	D
Perris Blvd. to Evans Rd.	Perris/D	53,900	Expressway	4	1.32	F	Expressway	6	0.88	D
Evans Rd. to Lake Perris Dr.	Perris/D	49,400	Expressway	4	1.21	F	Expressway	6	0.81	D
Lake Perris Dr. to Rider St.	Perris/D	49,000	Expressway	4	1.20	F	Expressway	6	0.80	C
Rider St. to Antelope Rd.	Riv. Co./D	56,300	Expressway	2	2.84	F	Expressway	8	0.69	≤C
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	55,400	Expressway	2	2.80	F	Expressway	8	0.68	≤C
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	53,000	Expressway	2	2.68	F	Expressway	6	0.86	D
Reservoir Ave. to Hansen Ave.	Riv. Co./D	54,300	Expressway	2	2.74	F	Expressway	6	0.89	D
Hansen Ave. to Town Center Blvd.	Riv. Co./D	53,400	Expressway	2	2.70	F	Expressway	6	0.87	D
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	50,400	Expressway	2	2.55	F	Expressway	6	0.82	D
Park Center Blvd. to Bridge St.	Riv. Co./D	48,700	Expressway	2	2.46	F	Expressway	6	0.79	≤C
Bridge St. to Warren Rd.	Riv. Co./D	44,800	Expressway	2	2.26	F	Expressway	6	0.73	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	35,300	Expressway	2	1.78	F	Expressway	4	0.86	D
10th Street										
San Jacinto River to Reservoir Ave.	Riv. Co./D	17,200	Major	2	1.01	F	Major	4	0.50	≤C
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	41,600	Arterial	2	2.31	F	Arterial	6	0.77	C
Evans Rd. to Dunlap Rd.	Perris/D	40,700	Arterial	2	2.26	F	Arterial	6	0.76	C
Dunlap Rd. to Foothill Ave.	Riv. Co./D	43,700	Urban Arterial	2	2.43	F	Urban Arterial	6	0.81	D
Foothill Ave. to Antelope Rd.	Riv. Co./D	41,500	Urban Arterial	2	2.31	F	Urban Arterial	6	0.77	≤C
Antelope Rd. to Menifee Rd.	Riv. Co./D	36,500	Urban Arterial	2	2.03	F	Urban Arterial	6	0.68	≤C
Menifee Rd. to Lakeview Ave.	Riv. Co./D	33,300	Urban Arterial	2	1.85	F	Urban Arterial	6	0.62	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	18,100	Urban Arterial	2	1.01	F	Urban Arterial	4	0.50	≤C
Ellis Ave. to San Jacinto Ave.	Riv. Co./D	16,600	Urban Arterial	2	0.92	E	Urban Arterial	4	0.46	≤C
Reservoir Avenue										
9th St. to Ramona Exwy.	Riv. Co./D	30,400	Urban Arterial	2	1.69	F	Urban Arterial	4	0.85	D
Lakeview Avenue										
Nuevo Rd. to North Dr.	Riv. Co./D	28,700	Collector	2	2.21	F	Major	4	0.84	D
North Dr. to 10th St.	Riv. Co./D	28,500	Collector	2	2.19	F	Major	4	0.84	D
10th St. to 9th St.	Riv. Co./D	16,000	Collector	2	1.23	F	Secondary	4	0.62	≤C
North of 9th St.	Riv. Co./D	16,000	Collector	2	1.23	F	Secondary	4	0.62	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	25,800	Arterial	2	1.43	F	Arterial	4	0.72	≤C
Sanderson Avenue										

Table 5.14-O, Street Segment Level of Service – Base Case
Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	39,500	Expressway	4	0.97	E	Expressway	6	0.64	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

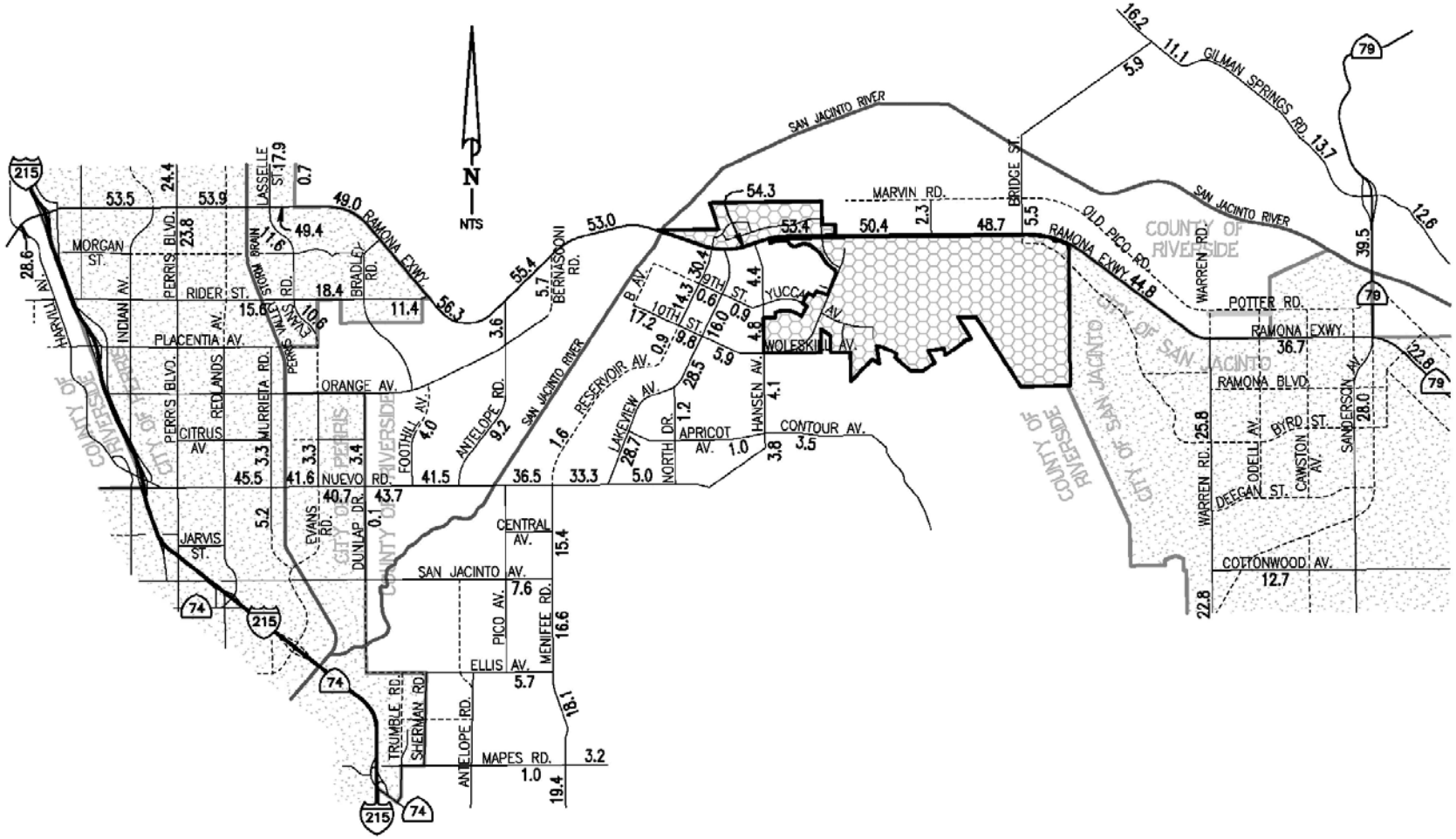


Figure 5.14-9

Estimated Average Daily Traffic (ADT) - Base Case Phase I
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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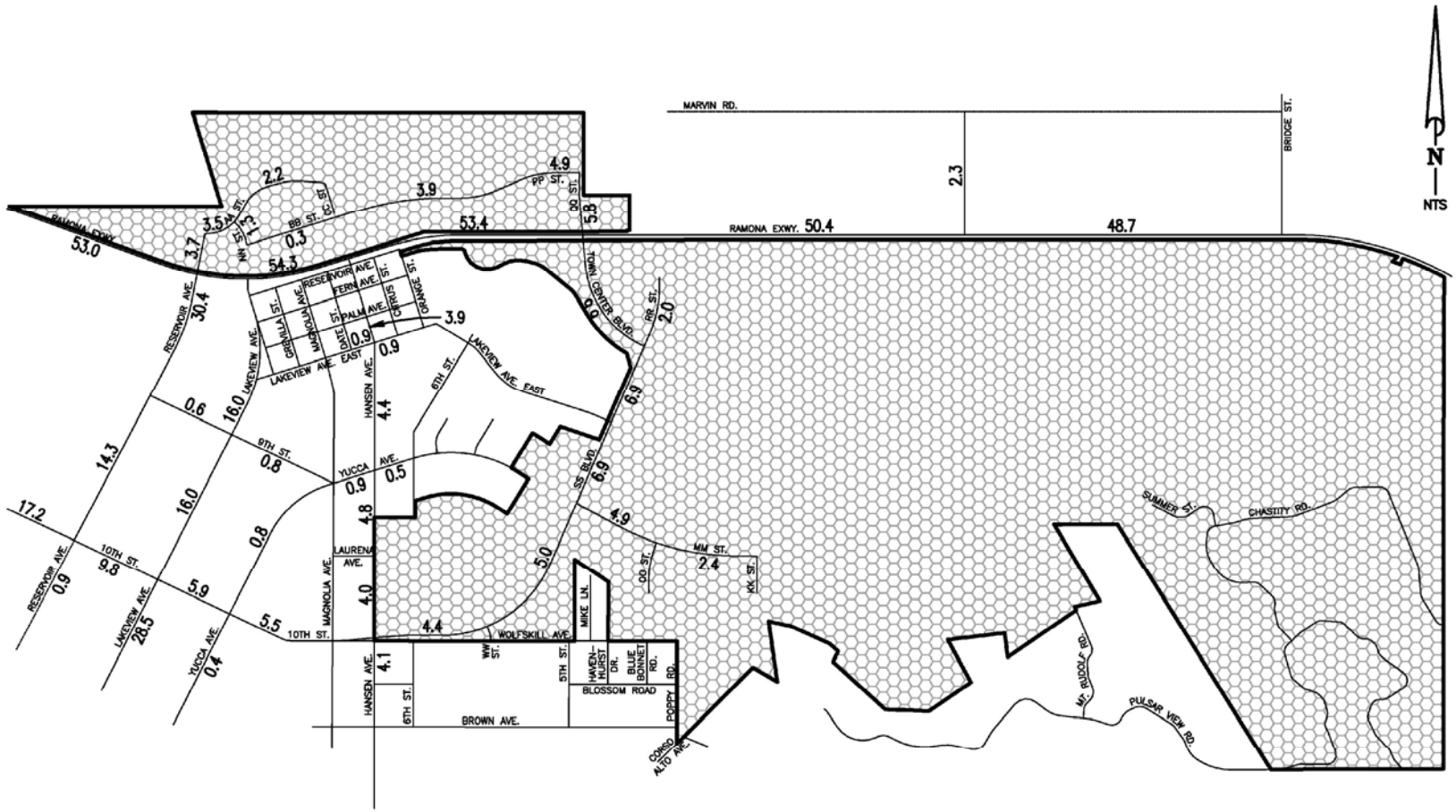


Figure 5.14-10

Estimated Average Daily Traffic (ADT) - Base Case Phase I
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Although feasible mitigation measures have been identified which can reduce impacts, as described below, not all roadway and intersection improvements will be complete at the same time. Projected Phase 1 development will likely start initially as some improvements are being built and while fees for off-site improvements are being collected. Therefore, an "interim" condition may exist in which impacts are not fully mitigated. Without the inclusion of construction triggers which would effectively require mitigation at levels much lower than Phase 1 build-out numbers (with or without other reasonably foreseeable projects in the study area), impacts are **significant without mitigation.** For this reason, Addendum #2 to the Traffic Study was prepared. These triggers have been utilized to assist with the timing imposed on road and intersection improvements.

Phase 1 Impacts Without Mitigation

Without Project:
Table 5.14-H Intersection LOS-Base Case Phase 1 Existing plus Ambient Growth shows six intersections will operate at LOS E or F which are each worse than the allowable threshold of LOS D or E in their respective jurisdictions, as listed below.

4. Evans Road/Ramona Expressway
9. Reservoir Avenue/Ramona Expressway
11. Hansen Avenue/Ramona Expressway
18. Sanderson Avenue/ Ramona Expressway
21. SR-79 SB Ramps/Gilman Springs Road
22. SR-79 NB Ramps/Gilman Springs Road

All roadway segments operate at an acceptable LOS without the project.

With Project:
The project impacts 11 additional intersections, as shown in Table 5.14-I, and listed below.

1 . I-215 SB Ramps / Ramona Exwy.
12. Town Center. Blvd. / Ramona Exwy.
17. Warren Rd. / Ramona Exwy.
23. Warren Rd. / Cottonwood Ave.
37. Reservoir Ave. / 10th St.
38. Lakeview Ave. / 10th St.
43. Murrieta Rd. / Nuevo Rd.
45. Dunlap Dr. / Nuevo Rd.
46. Foothill Ave. / Nuevo Rd.
48. Menifee Rd. / Nuevo Rd.
50. Lakeview Ave./ Nuevo Rd.

The project impacts 12 roadway segments in the Base Case Phase 1 scenario, as shown in Table 5.14-J, and listed below.

Ramona Expressway
Rider St. to Antelope Rd.
Antelope Rd. to Bernasconi Rd.
Bernasconi Rd. to Reservoir Ave.
Reservoir Ave. to Hansen Ave.
Hansen Ave. to Town Center Blvd.
Town Center Blvd. to Park Center Blvd.
Park Center Blvd. to Bridge St.
Bridge St. to Warren Rd.
Warren Rd. to Sanderson Ave.
Nuevo Road
Dunlap Rd. to Foothill Ave.
Lakeview Avenue
Nuevo Rd. to North Dr.
North Dr. to 10th St.

To summarize all intersections and roadways segment in the "Without Project" and "With Project" scenarios, **Table 5.14-AF1, Summary of Intersections Without Project and With Project**, and **Table 5.14-AF2, Summary of Roadway Segments Without Project and With Project** are presented at the end of the Base Case Analysis, page 5.14-189.

Required Mitigation Measures

Phase 1 Required Mitigation

THE VILLAGES OF LAKEVIEW shall be required to comply with the following mitigation measures:

Roadways

Construction of the following roadways shall comply with Riverside County Standards as approved in SP 342.

MM Trans 1: All roads shall be improved to the recommended General Plan or Specific Plan designation, as approved by the County Board of Supervisors, or as approved by the Transportation Department. If there is a conflict between the General Plan and Specific Plan, the General Plan designation would prevail unless specific findings are made by the County that the Specific Plan improvement is consistent with the General Plan.

MM Trans 2: The project proponent shall prepare a traffic impact study for each "Village" of development within the SP. The Village-level traffic analysis will be a refinement of the SP Traffic Impact Analysis. Traffic studies for individual implementing projects may be required for individual implementing projects within the boundaries of Specific Plan No. 342, at the discretion of the Transportation Department. Traffic studies for individual

implementing projects, if needed, shall identify the impacts of the implementing project and needed roadway improvements to be constructed prior to each implementing project.

If development within SP 342 occurs in a different order than the phasing assumptions stated on 5.14-3 through 5.14-5 of this section and in County Condition of Approval 10.TRANS, or if phases overlap substantially, a new traffic study may be required to determine if any improvements from the prior un-built phase need to be constructed to mitigate impacts by the phase being developed.

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

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

MM Trans 5: At such time as the project phasing requires the construction of AA Street and its connection via Reservoir Avenue to Ramona Expressway, applicant shall install a traffic signal at the intersection of Reservoir Avenue and Ramona Expressway, connect Reservoir Avenue to Lakeview Avenue via an alignment approved by the Transportation Department, and close the intersection at Lakeview Avenue and Ramona Expressway. The new signal at Reservoir Avenue and Ramona Expressway is eligible for traffic signal fee credit in accordance with the County's DIF Program.

As an alternative, the project proponent shall provide a village-level traffic study to demonstrate that an interim/temporary solution is possible to mitigate the traffic impacts of the project and to provide accessibility until the grade separated interchange at Reservoir Avenue and Ramona Expressway is completed.

MM Trans 6: Prior to the issuance of occupancy permits for the 1,201st dwelling unit, or an equivalent amount of non-residential building permits applicant shall widen Ramona Expressway to 4 lanes with a median between Lakeview Avenue and the existing 4-lane section of Ramona Expressway located easterly of the City of Perris, OR

- The County shall have awarded a construction contract, with full funding in place, for this improvement.
- The widening of this section of Ramona Expressway may require construction of a bridge. The project shall receive credit against the TUMF fees and RBBD fees for this improvement. In the event that the cost of these improvements exceeds the project's TUMF and RBBD contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBD area to fully fund these improvements.
- In addition to the County's efforts to secure funding for the road widening and bridge improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) or other acceptable funding mechanism to fully fund any

shortfall in the delivery of the four lane improvement. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBD and TUMF fees that the current phase of development would generate.

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

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

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

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

MM Trans 9: Prior to the issuance of the 2,391st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall construct Reservoir Avenue as a two-lane facility between Nuevo Road and 10th Street, OR funding for this improvement shall be assured, otherwise.

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

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

Signals

To the extent that others have not installed the signals prior to the time they are needed for SP 0342, the proponent of SP 342 and all subsequent implementing projects within the Specific Plan shall be responsible for design, construction, and installation of traffic signals at the following off-site intersections or as approved by the Transportation Department.

The timing of the off-site signal needs in each phase will be determined based on detailed Village-level traffic studies.

The need for signals at on-site intersections will be determined based on detailed Village-level traffic studies.

MM Trans 12: The following signals shall be installed prior to the issuance of the 1601st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

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

MM Trans 13: The following signals shall be installed prior to the issuance of the 3201st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

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

Intersections

If, prior to the recordation of the first tract in Phase 1A or the issuance of a building permit for any non-residential uses in Phase 1A, funding is assured for the County-led improvements along the Ramona Expressway corridor, the mitigation measures preceded by ** may be waved at the discretion of the County.

The following intersection improvements shall be provided prior to the issuance of the 1,601st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

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

Northbound:	Not applicable.
Southbound:	One left turn lane. One shared left turn and through lane. One right turn lane.
Eastbound:	One through lane. One shared through and right turn lane.
Westbound:	One left turn lane. Two through lanes.

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

Northbound:	One left turn lane. One shared through and right turn lane.
Southbound:	One left turn lane. One shared through and right turn lane.
Eastbound:	One left turn lane. One through lane. One shared through and right turn lane.
Westbound:	One left turn lane. One through lane. One shared through and right turn lane.

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

Northbound:	One left turn lane. One shared through and right turn lane.
Southbound:	One left turn lane. One shared through and right turn lane.
Eastbound:	One left turn lane. One through lane. One right turn lane.
Westbound:	One left turn lane. One through lane. One right turn lane.

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

Northbound:	One left turn lane. One shared through and right turn lane.
Southbound:	One left turn lane. One shared through and right turn lane.
Eastbound:	One left turn lane. One through lane. One right turn lane.
Westbound:	One left turn lane. One shared through and right turn lane.

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

Northbound:	One shared left turn, through, and right turn lane.
Southbound:	One shared left turn, through, and right turn lane.
Eastbound:	One shared left turn, through, and right turn lane.
Westbound:	One shared left turn, through, and right turn lane.

**MM Trans 19: ****Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics:

Northbound:	Not applicable.
Southbound:	One left turn lane. One right turn lane.
Eastbound:	One left turn lane. Two through lanes.
Westbound:	One left turn lane. Two through lanes. One right turn lane.

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

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

Northbound:	One left turn lane. One through lane. One right turn lane.
Southbound:	One left turn lane. One shared through and right turn lane.
Eastbound:	One left turn lane. One through lane. One right turn lane.
Westbound:	One left turn lane. One shared through and right turn lane.

OR

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

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

Northbound:	One left turn lane. One right turn lane.
Southbound:	Not applicable.
Eastbound:	Two through lanes. One right turn lane.
Westbound:	One left turn lane. Two through lanes.

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

Northbound:	One left turn lane. One shared through and right turn lane.
Southbound:	One left turn lane. One shared through and right turn lane.
Eastbound:	One left turn lane. One shared through and right turn lane.
Westbound:	One left turn lane. One shared through and right turn lane.

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

Northbound:	Not applicable.
Southbound:	One left turn lane. One right turn lane.
Eastbound:	One left turn lane. One through lane.
Westbound:	One shared through and right turn lane.

Roadways internal to the project shall be constructed as needed for Phase I development per the following geometrics and as determined on the basis of Village-level traffic studies:

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

Northbound:	One shared through and right turn lane.
Southbound:	One shared left turn and through lane.
Eastbound:	Not applicable.
Westbound:	One shared left turn and right turn lane. Stop controlled.

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

Northbound: One shared left turn and right turn lane. Stop controlled.
Southbound: Not applicable.
Eastbound: One shared through and right turn lane.
Westbound: One shared left turn and through lane.

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

Northbound: Not applicable.
Southbound: One shared left turn and right turn lane. Stop controlled.
Eastbound: One shared left turn and through lane.
Westbound: One shared through and right turn lane.

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

Northbound: Not applicable.
Southbound: One shared left turn and right turn lane. Stop controlled.
Eastbound: One shared left turn and through lane.
Westbound: One shared through and right turn lane.

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

Northbound: One shared left turn and right turn lane.
Southbound: Not applicable.
Eastbound: One shared through and right turn lane. Stop controlled.
Westbound: One shared left turn and through lane. Stop controlled.

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

Northbound: One shared through and right turn lane.
Southbound: One shared left turn and through lane.
Eastbound: Not applicable.
Westbound: One shared left turn and right turn lane. Stop controlled.

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

Northbound: One shared left turn, through, and right turn lane. Stop controlled.
Southbound: One shared left turn, through, and right turn lane. Stop controlled.
Eastbound: One shared left turn, through, and right turn lane.
Westbound: One shared left turn, through, and right turn lane.

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

Northbound: One shared left turn, through, and right turn lane.
Southbound: One shared left turn, through, and right turn lane.
Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
Westbound: One shared left turn, through, and right turn lane. Stop controlled.

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

Northbound:	One shared left turn and through lane.
Southbound:	One shared through and right turn lane.
Eastbound:	One shared left turn and right turn lane. Stop controlled.
Westbound:	Not applicable.

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

Northbound:	One shared through and right turn lane.
Southbound:	One shared left turn and through lane.
Eastbound:	Not applicable.
Westbound:	One shared left turn and right turn lane. Stop controlled.

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

Northbound:	One shared left turn and through lane. Stop controlled.
Southbound:	One shared through and right turn lane. Stop controlled.
Eastbound:	One shared left turn and right turn lane.
Westbound:	Not applicable.

Impact Fees

The project will participate in the cost of off-site improvements through payment of the following "fair share" mitigation fees. The "fair share" would be calculated based on Phase 3 of the Base Case analysis as it takes the entire project into account.

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

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

These fees shall be collected and utilized as needed by Riverside County to construct the improvements listed below which are necessary to maintain the required level of service. The current TUMF projects list is included in Appendix L (CD #4) of the EIR, for reference. **Table 5.14-O1, TUMF Projects List Summary**, below, shows specific numbers of lanes for which TUMF will be used on various roadway segments. In addition, key bridges are funded through TUMF including, Ramona Expressway at the San Jacinto River and the Perris Valley Storm Drain, Nuevo Road at the San Jacinto River and Perris Valley Storm Drain, Evans Road at the San Jacinto River, and Placentia Avenue at Perris Valley Storm Drain.

Table 5.14-O1, TUMF Projects List Summary

Street	From	To	Length	Existing Lanes	TUMF Future Lanes	TUMF Increase Lanes
Mid County	I-215	Rider	4.625	0	2	2
Mid County	Rider	Bridge	7.516	0	2	2
Mid County	Bridge	Warren	1.654	0	2	2
Mid County	Warren	Sanderson	1.795	0	2	2
Ramona	I-215	Perris	1.505	4	6	2
Ramona	Perris	Evans	1.043	4	6	2
Ramona	Evans	Rider	2.077	4	6	2
Ramona	Rider	Pico	1.008	4	6	2
Ramona	Pico	Bridge	6.508	2	6	4
Ramona	Bridge	Warren	1.654	2	6	4
Ramona	Warren	Sanderson	1.795	2	6	4
Gilman Springs	Bridge	Sanderson	2.93	2	4	2
Placentia	Indian	Evans	1.994	2	4	2
Nuevo	Murrieta	Dunlap	0.979	2	4	2
Nuevo	Dunlap	Menifee	1.946	2	4	2
Evans	Placentia	Rider	0.499	2	4	2
Evans	Placentia	Nuevo	1.522	0	4	4
Warren	Ramona	Esplanade	4.404	2	4	2
SR-79 (Sanderson)	Gilman Springs	Ramona	1.615	4	6	2

The City of Perris has DIF and is preparing a Road and Bridge Benefit District (RBBD) for the North Perris area which includes many of the necessary improvements. **Table 5.14-O2, Perris RBBD/DIF Projects Summary** shows the projects slated for development under those fee programs.

Table 5.14-O3, Perris RBBD/DIF Projects Summary

Street	From	To	Length	Existing Lanes	TUMF Future Lanes	Perris GP Lanes	City of Perris Increase Lanes	Segment Size (lane-miles)
Dunlap Road	Orange	Citrus	0.45	2		4	2	0.90
Dunlap Road	Citrus	Nuevo	0.50	2		4	2	1.01
Evans Road	Ramona	Morgan	0.57	4	4	6	2	1.13
Evans Road	Morgan	Rider	0.51	4	4	6	2	1.03
Evans Road	Rider	Placentia	0.54	0	4	6	2	1.07
Evans Road	Placentia	Orange	0.53	0	4	6	2	1.05
Evans Road	Orange	Citrus	0.45	0	4	6	2	0.90
Evans Road	Citrus	Nuevo	0.49	0	4	6	2	0.99

Nuevo Road	Wilson	Evans	0.55	2	4	6	2	1.09
Nuevo Road	Evans	El Nido	0.26	2	4	6	2	0.53
Orange Avenue	Redlands	Wilson	0.26	2		4	2	0.53
Orange Avenue	Wilson	Evans	0.81	2		4	2	1.62
Orange Avenue	Evans	Dunlap	0.53	2		4	2	1.05
Placentia Avenue	Redlands	Wilson	0.26	0	4	6	2	0.53
Placentia Avenue	Wilson	Murrieta	0.26	0	4	6	2	0.53
Placentia Avenue	Murrieta	Evans	0.55	0	4	6	2	1.09
Ramona Expressway	I-215	Nevada	0.15	4	6	8	2	0.29
Ramona Expressway	Nevada	Webster	0.26	4	6	8	2	0.53
Ramona Expressway	Webster	Indian	0.69	4	6	8	2	1.39
Ramona Expressway	Indian	Perris	0.32	4	6	8	2	0.63
Ramona Expressway	Perris	Redlands	0.59	4	6	8	2	1.18
Ramona Expressway	Redlands	Evans	0.47	4	6	8	2	0.95
Ramona Expressway	Evans	Bradley	1.38	4	6	8	2	2.75
Ramona Expressway	Bradley	Rider	0.84	4	6	8	2	1.68
Ramona Expressway	Rider	City Limits	0.02	4	6	8	2	0.04

The County is in the process of establishing a Road and Bridge Benefit District (RBBD) for the Lakeview/Nuevo area, which includes this project site, in order to improve the existing transportation infrastructure to mitigate cumulative traffic impacts not mitigated by TUMF. A "Lakeview/Nuevo Nexus Study" is underway to determine the appropriate RBBD fee to fund the necessary transportation infrastructure improvements.

The first priority of the RBBD is to fully fund the engineering and environmental work for improvements along the Ramona Expressway corridor. The County is leading the effort to construct a 4-lane roadway improvement project between the end of the existing 4-lane roadway in Perris and the end of the existing 4-lane roadway at Warren Road in San Jacinto. This would be an 8-mile segment of four-lane roadway including, grade separations at Reservoir Avenue, Town Center Boulevard, and Park Center Boulevard. The County intends to use RBBD and TUMF fees as applicable and as needed for the preparation of planning, environmental and design documents for these improvements along the Ramona Parkway project.

Formation of the RBBD and payment of fees will allow many of the necessary off-site improvements to be built.

MM Trans 37: Prior to the issuance of building permits for any implementing project for SP 342, each implementing project within any phase of SP 342 shall be asked to pay the RBBD fee once it has been established and adopted. In the event the RBBD is not formed prior to the time when an implementing project is ready to record a map or obtain a building permit (for non-residential projects), the proponent of the implementing project will have the option of paying an estimated RBBD fee or constructing those RBBD roadway improvements identified by the Transportation Department based on the Traffic Impact Study Report needed to mitigate its proportional share of cumulative impacts, or as approved by the Transportation Department.

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

Table 13-15 of the Traffic Study (Appendix L (CD#4)), lists all intersection improvements that are needed and may be built through the utilization of fees collected through the above-listed mitigation measures (**MM Trans 35 - 38**).

Summary of Environmental Effects After Mitigation Measures are Implemented – Phase 1

Mitigation measures **MM Trans 1** through **MM Trans 34** will mitigate potential impacts to intersections and roadway segments within and immediately adjacent to the project site through construction of the needed facilities with respect to Phase 1 traffic. Payment of fees, as required by **MM Trans 35** through **38**, will ultimately provide for the construction of needed off-site infrastructure.

Tables 5.14-I, 5.14-J, 5.14-N, and 5.14-O all include columns which identify the LOS conditions which could be achieved "with mitigation." The mitigation measures listed below meet or exceed (per County Conditions of Approval) those assumed in the Traffic Study analysis for "with mitigation." Tables **5.14-I and J** indicate that all intersections and roadway segments would operate at LOS D or better with mitigation in the situation where only the project and ambient growth are evaluated for the Phase 1 timeframe. **Tables 5.14-N and 5.14-O** indicate that all roadway segments operate at LOS D or better with mitigation, while four intersections located within the city of Perris will operate at LOS E when ambient growth, Phase 1 project traffic and all other reasonably foreseeable cumulative projects traffic are considered. The City of Perris General Plan allows LOS E at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 Freeway ramps. As shown in **Table 5.14-N** and below, all four intersections projected to operate at LOS E with Phase 1 traffic are intersections which fall under this allowance and are therefore less than significant when all Phase 1 improvements are in place.

I-215 SB Ramps/Ramona Expressway
Perris Blvd. (Arterial)/ Ramona Expressway
Evans Road (Arterial)/Ramona Expressway
Rider Street (Secondary Arterial)/Ramona Expressway

Thus, when all Phase 1 improvements are implemented, Phase 1 project-specific and cumulative impacts are reduced to less than significant.

However, during the construction of Phase 1 when some Phase 1 improvements are needed (pursuant to Addendum #2 of the Traffic Study), they may not be in place for various reasons such as coordination between signals, coordination of construction between intersections and segments, timing dependent on other jurisdictions, or efforts to retain the rural character of some roads and intersections within the existing Lakeview/Nuevo community. As described below,

some improvements will cause temporary impacts which will require a statement of overriding consideration under CEQA.

Roadways

Findings of Overriding Considerations will be needed for the following roadway segments because improvements would be implemented later than the time they would be needed according to the traffic study Addendum #2 dated September 19, 2008. This is considered a **significant unavoidable adverse temporary impact**.

- Lakeview Avenue between Nuevo Road and 9th Street (temporary project-specific and cumulative impact until Reservoir Avenue is constructed as a four lane facility between Nuevo Road and Ramona Expressway). Lakeview Avenue is retained as a two-lane facility to maintain the rural character of the community.

- Nuevo Road between Menifee Road and Lakeview Avenue (cumulative impact only and temporary impact until Reservoir Avenue is constructed as a four lane facility between Nuevo Road and Ramona Expressway). Lakeview Avenue is retained as a two-lane facility to maintain the rural character of the community.

- Ramona Expressway between Hansen Avenue and 5th Street (temporary project-specific impact only, until improvements are made prior to the issuance of the occupancy permit for the 2,001st residential unit, or building permits for an equivalent amount of non-residential uses.) Improvement to four lanes would be needed prior to issuance of 1,551st occupancy permit or equivalent.

- Ramona Expressway between 5th Street and Warren Road (temporary project-specific impact only, until improvements are made prior to the issuance of the occupancy permit for the 4,001st residential unit, or building permits for an equivalent amount of non-residential uses). Improvement to four lanes needed prior to issuance of 2,101st occupancy permit or equivalent.

A general finding of overriding considerations will be needed for the following roadway segments to allow for temporary conditions where a construction contract has been awarded but the actual construction of the improvement is not completed until after the threshold that would trigger the need for the improvement. This is considered a **significant unavoidable adverse temporary impact**.

- Ramona Expressway between Rider Street and Hansen Avenue (project specific and cumulative)

- Nuevo Road between Dunlap Road and Foothill Avenue (project specific and cumulative)

A general finding of overriding considerations will be needed for the following roadway segments to allow for temporary conditions where fair share fees and/or funding has been provided by TVOL but no guarantee of timing for the construction may cause a temporary delay:

- Menifee Road between Ellis Avenue and San Jacinto Avenue (cumulative only)

A general finding of overriding considerations will be needed for the following roadway segment because it will be the responsibility of other jurisdictions or agencies. The City of Perris is creating a RBBD for the North Perris area of the city which will fund this improvement. This is considered a **significant unavoidable adverse temporary impact**.

- Perris Boulevard between Harley Knox Boulevard and Markham Street, widening to four lanes (project specific)

Intersections

At the following intersections, achievement of satisfactory levels of service would require improvements that would be the responsibility of others due to their location in jurisdictions other than unincorporated Riverside County, necessitating a finding of overriding considerations because the County cannot require when they are built. The City of Perris is creating a RBBD for the North Perris area of the city which will fund Intersection No. 3. The project will be required to pay TUMF fees. An "*" indicates intersections where TUMF fees can be used for intersection improvements. These are considered **significant unavoidable adverse temporary impacts**. Intersection No. 43 has no current source of funding.

- 3. Perris Boulevard (NS) at Ramona Expressway (EW) (cumulative only)
- 4. Evans Road (NS) at Ramona Expressway * (project-specific)
- 17. Warren Road (NS) at Ramona expressway (EW) * (project-specific & cumulative)
- 18. Sanderson Avenue (NS) at Ramona Expressway (EW) * (project-specific)
- 43. Murrieta Road (NS) at Nuevo Road (EW) (cumulative only)

An acceptable level of service can be achieved at the following intersections after the completion of improvements to Reservoir Avenue. However, achievement of satisfactory level of service through widening Lakeview to four lanes is not considered practical or compatible with the rural character of the area, necessitating a finding of overriding considerations. This is considered a **significant unavoidable adverse temporary impact,** which will avoid another environmental impact which would be for the project roadways to cause the division of an existing community.

- 26. Lakeview Avenue (NS) at 9th Street (EW)
- 38. Lakeview Avenue (NS) at 10th Street (EW)
- 41. Lakeview Avenue (NS) at North Drive (EW)
- 50. Lakeview Avenue (NS) at Nuevo Road (EW)

BASE CASE

The Base Case scenario for project Phases 1, 2 and 3 assumes existing intersection controls, intersection geometrics, and through traffic lanes and follows the existing General Plan circulation system.

Phase 2 (2012-2016)

Phase 2 analysis includes the following proposed developments:

- 1,550 Medium-High Density Residential Dwelling units
- 2,500 High Density Residential Dwelling Units
- 2,720 Very High Density Residential Dwelling Units
- 2 Elementary School
- 300 Thousand Square Feet of Retail
- 143.7 Acres of Park

Phase 2 of the proposed project is projected to generate approximately 51,487 daily external trips-ends, including 3,148 external trip-ends during the AM peak hour, and 4,644 external trip-ends during the PM peak hour.

Base Case – Phase 2 – Existing plus Ambient Growth Without Project

To determine what future conditions would be without the project or other cumulative projects in the area, an analysis was run which includes existing area traffic increased by a 1% per year growth rate, without project or cumulative projects' traffic. The 7 intersections shown in **Table 5.14-P, Intersection Level of Service – Base Case Phase 2 Existing plus Ambient Growth Without Project** are the only intersections expected to operate at an unacceptable level of service. Thus, without the project, these intersections would require improvements to operate at acceptable levels. **Table 5.14-P** also shows the same intersections and roadway segments with the improvements (With Mitigation) necessary to bring them to below the threshold of significance for the jurisdiction within which they are located. Mitigation measures are discussed and analyzed in the **Phase 2 Required Mitigation** section beginning on page 5.14-120.

Under Base Case Phase 2 Existing plus Ambient Growth without Project conditions, all of the analyzed street segments operate at acceptable levels of service, thus meeting the applicable thresholds without mitigation.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-11, Estimated Average Daily Traffic (ADT) – Base Case Phase 2 Existing plus Ambient Growth Without Project**.

Table 5.14-P, Intersection Level of Service – Base Case Phase 2 Existing plus Ambient Growth Without Project

	Intersection	Jurisdiction/ Allowable LOS	Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	170.5	F	66.9	E	Signal	47.5	D	28.0	C
9	Reservoir Ave. / Ramona Exwy.	Riv. Co./D	TWSC	53.7	F	97.8	F	Signal	14.1	B	14.9	B
11	Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	109.9	F	59.8	F	Signal	15.4	B	12.3	B
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	82.8	F	72.3	E	Signal	43.0	D	50.1	D
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	53.9	F	OFL	F	Signal	14.7	B	25.1	C
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	48.3	E	50.4	F	Signal	16.6	B	13.1	B
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	41.6	E	9.3	A	AWSC	19.1	C	9.7	A

[1] TWSC = Two Way Stop Control; AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

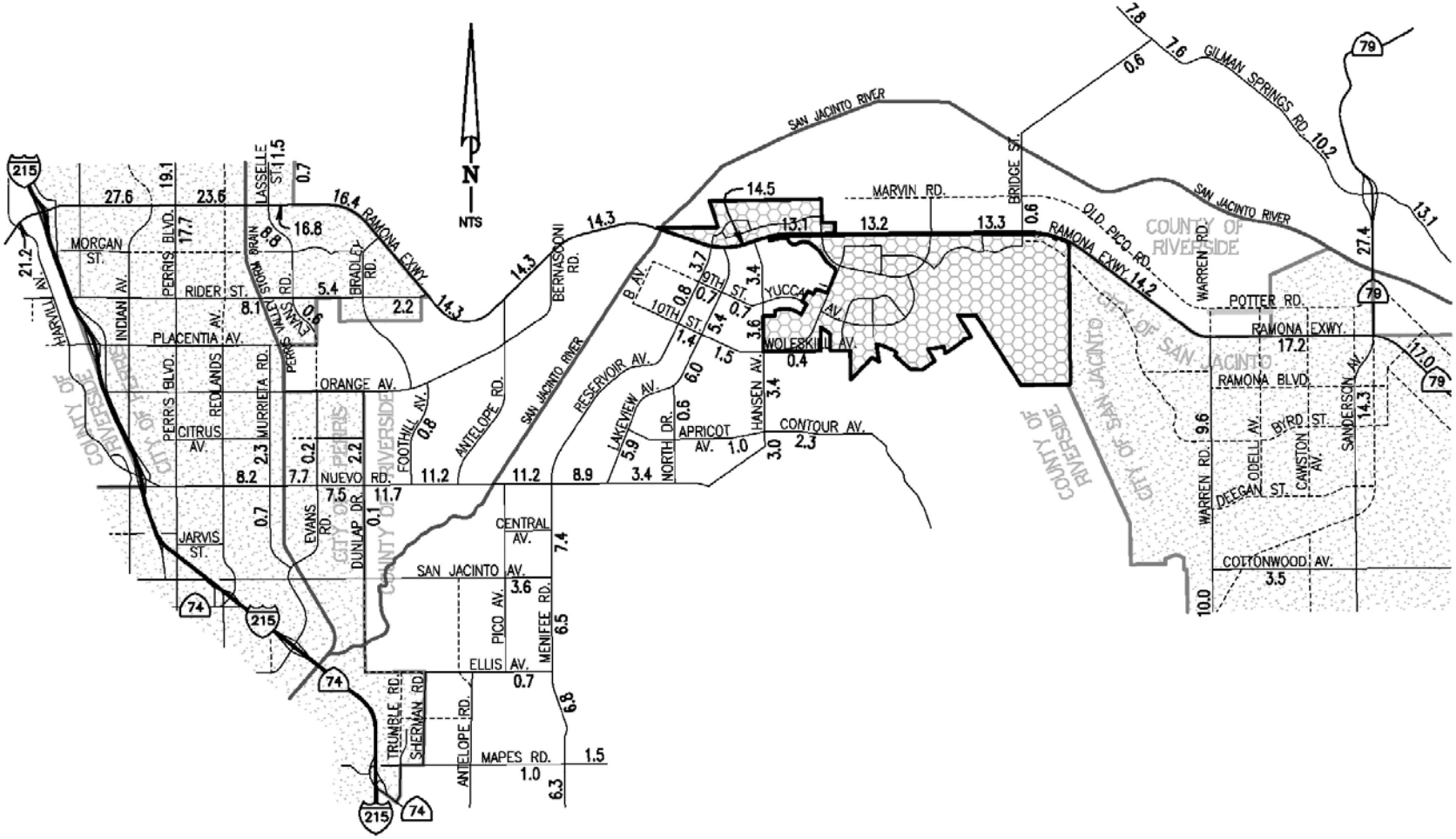


Figure 5.14-11

Estimated Average Daily Traffic (ADT) - Base Case Phase 2
Existing Plus Ambient Growth Without Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Base Case – Phase 2 – Existing plus Ambient Growth With Project Conditions

To evaluate project impacts, this analysis includes existing area traffic, plus 1% per year ambient growth, plus Phases 1 and 2 project traffic. The 30 intersections shown in **Table 5.14-Q, Intersection Level of Service – Base Case Phase 2 Existing plus Ambient Growth With Project,** are expected to operate at an unacceptable level of service. Thus, Phase 2 of the project creates unacceptable levels of service at 23 additional intersections. A comparison of the Delay and LOS for the seven intersections identified in **Table 5.14-P** as failing without the project (4, 9, 11, 18, 21 22 and 38) to **Table 5.14-Q**, below, shows that the addition of the project traffic creates a substantial increase in Delay and deterioration of LOS at all but two intersections 21 and 22. Project-related impacts at these intersections are **significant without mitigation.**

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth with Project conditions. The segments shown in **Table 5.14-R, Street Segment Level of Service – Base Case Phase 2 Existing plus Ambient Growth With Project** are expected to operate at an unacceptable level of service. Since all street segments operated at acceptable levels of service without the project, this indicates project direct impacts of Phase 2 traffic to the following street segments: Ramona Expressway between I-215 and Perris Boulevard, and Rider Street and Sanderson Avenue; Nuevo Road between Evans Road and Menifee Road; Reservoir Avenue between Nuevo Road and 10th Street, SS Boulevard between MM Street and Town Center Boulevard; and Town Center Boulevard between Ramona Expressway and SS Boulevard are **significant without mitigation**.

Note that **Tables 5.14-Q** and **5.14-R** also show the same intersections and roadway segments with the improvements (With Mitigation) necessary to bring them to below the threshold of significance for the jurisdiction within which they are located. Mitigation measures are discussed and analyzed in the **Phase 2 Required Mitigation** section beginning on page 5.14-120.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-12a, Estimated Average Daily Traffic (ADT) – Base Case Phase 2 Existing plus Ambient Growth With Project** and **Figure 5.14-12b, Estimated Average Daily Traffic (ADT) – Base Case Phase 2 Existing plus Ambient Growth With Project**. Comparing **Figure 5.14-5, Existing ADT**, with **Figure 5.14-12b** shows that ADT will increase substantially due to the project by the end of Phase 2. However, even without the project, as shown in **Figure 5.14-11**, ADT will increase substantially just due to ambient growth. Thus, with respect to the portion of the Threshold related to an "increase in traffic which is substantial in relation to the existing traffic load" the project creates substantial impacts that are considered **significant without mitigation.**

Table 5.14-Q, Intersection Level of Service – Base Case Phase 2 Existing plus Ambient Growth With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour Delay[2] (seconds)	AM Peak Hour LOS	PM Peak Hour Delay[2] (seconds)	PM Peak Hour LOS	Traffic Control Status[1]	AM Peak Hour Delay[2] (seconds)	AM Peak Hour LOS	PM Peak Hour Delay[2] (seconds)	PM Peak Hour LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	47.7	D	160.2	F	Signal	30.6	C	59.8	E
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	67.4	E	89.4	F	Signal	67.1	E	73.5	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	113.4	F	Signal	53.0	D	29.7	C
7	Antelope Rd. / Ramona Exwy.	Riv. Co./D	TWSC	13.9	B	80.7	F	TWSC	10.4	B	17.6	C
8	Bernasconi Rd. / Ramona Exwy.	Riv. Co./D	TWSC	14.0	B	168.5	F	TWSC	10.5	B	20.6	C
9	Reservoir Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	38.7	D	38.3	D
11	Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	16.5	B	13.6	B
12	Town Center. Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	45.3	D	52.2	D
15	Park Center Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	26.5	C	37.5	D
16	Bridge St. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.1	C	26.6	C
17	Warren Rd. / Ramona Exwy.	San Jacinto/D	Signal	96.5	F	186.8	F	Signal	29.5	C	44.7	D
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	110.1	F	108.9	F	Signal	53.0	D	53.1	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	39.4	E	25.5	D	Signal	15.1	B	12.1	B
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	53.9	F	OFL	F	Signal	15.7	B	25.1	C
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	48.3	E	50.4	F	Signal	16.4	B	13.2	B
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	71.2	F	137.7	F	Signal	14.3	B	15.9	B
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.3	C	28.1	C
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	OFL	F	197.7	F	Signal	50.9	D	24.9	C
39	Yucca Ave. / 10th St.	Riv. Co./D	TWSC	114.5	F	30.8	D	Signal	15.5	B	9.5	A
40	Hansen Ave. / 10th St.-Wolfskill	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	31.6	C	19.5	B

Table 5.14-Q, Intersection Level of Service – Base Case Phase 2 Existing plus Ambient Growth With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
	Ave.											
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	22.3	C	52.3	F	Signal	13.9	B	14.4	B
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	51.7	F	OFL	F	Signal	18.4	B	46.7	D
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	93.6	F	OFL	F	Signal	17.8	B	22.2	C
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	44.3	E	OFL	F	Signal	19.6	B	19.6	B
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	45.8	E	OFL	F	Signal	13.2	B	15.0	B
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	40.8	D	42.1	D
62	Project Access / SS Blvd.	Riv. Co./D	TWSC	48.5	E	OFL	F	Signal	18.7	B	16.9	B
63	SS Blvd. / MM St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	35.8	D	47.2	D
66	SS Blvd. – RR St. / Town Center Blvd.-Park Center Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	33.4	C	46.8	D
67	EE St. / Park Center Blvd.	Riv. Co./D	TWSC	12.0	B	163.5	F	Signal	20.4	C	23.8	C
69	Park Center Blvd. / FF St.	Riv. Co./D	TWSC	20.8	C	OFL	F	Signal	22.0	C	26.3	C

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-R, Street Segment Level of Service – Base Case Phase 2 Existing plus Ambient Growth With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	38,000	Expressway	4	0.93	E	Expressway	6	0.62	B
Rider St. to Antelope Rd.	Riv. Co./D	29,300	Expressway	2	1.48	F	Expressway	4	0.72	≤C
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	30,300	Expressway	2	1.53	F	Expressway	4	0.74	≤C
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	31,400	Expressway	2	1.59	F	Expressway	4	0.77	≤C
Reservoir Ave. to Hansen Ave.	Riv. Co./D	32,000	Expressway	2	1.62	F	Expressway	4	0.78	≤C
Hansen Ave. to Town Center Blvd.	Riv. Co./D	30,900	Expressway	2	1.56	F	Expressway	4	0.76	≤C
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	23,700	Expressway	2	1.20	F	Expressway	4	0.58	≤C
Park Center Blvd. to Bridge St.	Riv. Co./D	29,300	Expressway	2	1.48	F	Expressway	4	0.72	≤C
Bridge St. to Warren Rd.	Riv. Co./D	26,600	Expressway	2	1.34	F	Expressway	4	0.65	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	22,300	Expressway	2	1.13	F	Expressway	4	0.55	≤C
Nuevo Road										
Evans Rd. to Dunlap Rd.	Perris/D	18,300	Arterial	2	1.02	F	Arterial	4	0.51	A
Dunlap Rd. to Foothill Ave.	Riv. Co./D	23,100	Urban Arterial	2	1.28	F	Urban Arterial	4	0.64	≤C
Foothill Ave. to Antelope Rd.	Riv. Co./D	23,100	Urban Arterial	2	1.28	F	Urban Arterial	4	0.64	≤C
Antelope Rd. to Menifee Rd.	Riv. Co./D	23,700	Urban Arterial	2	1.32	F	Urban Arterial	4	0.66	≤C
Reservoir Avenue										
Nuevo Rd. to 10th St.	Riv. Co./D	16,600	Urban Arterial	2	0.92	E	Urban Arterial	4	0.46	≤C
SS Boulevard										
MM St. to Town Center/Park Center Blvd.	Riv. Co./D	13,500	Secondary	2	1.04	F	Secondary	4	0.52	≤C
Town Center Boulevard										
Ramona Exwy. to SS Blvd./RR St.	Riv. Co./D	14,300	Secondary	2	1.10	F	Secondary	4	0.55	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

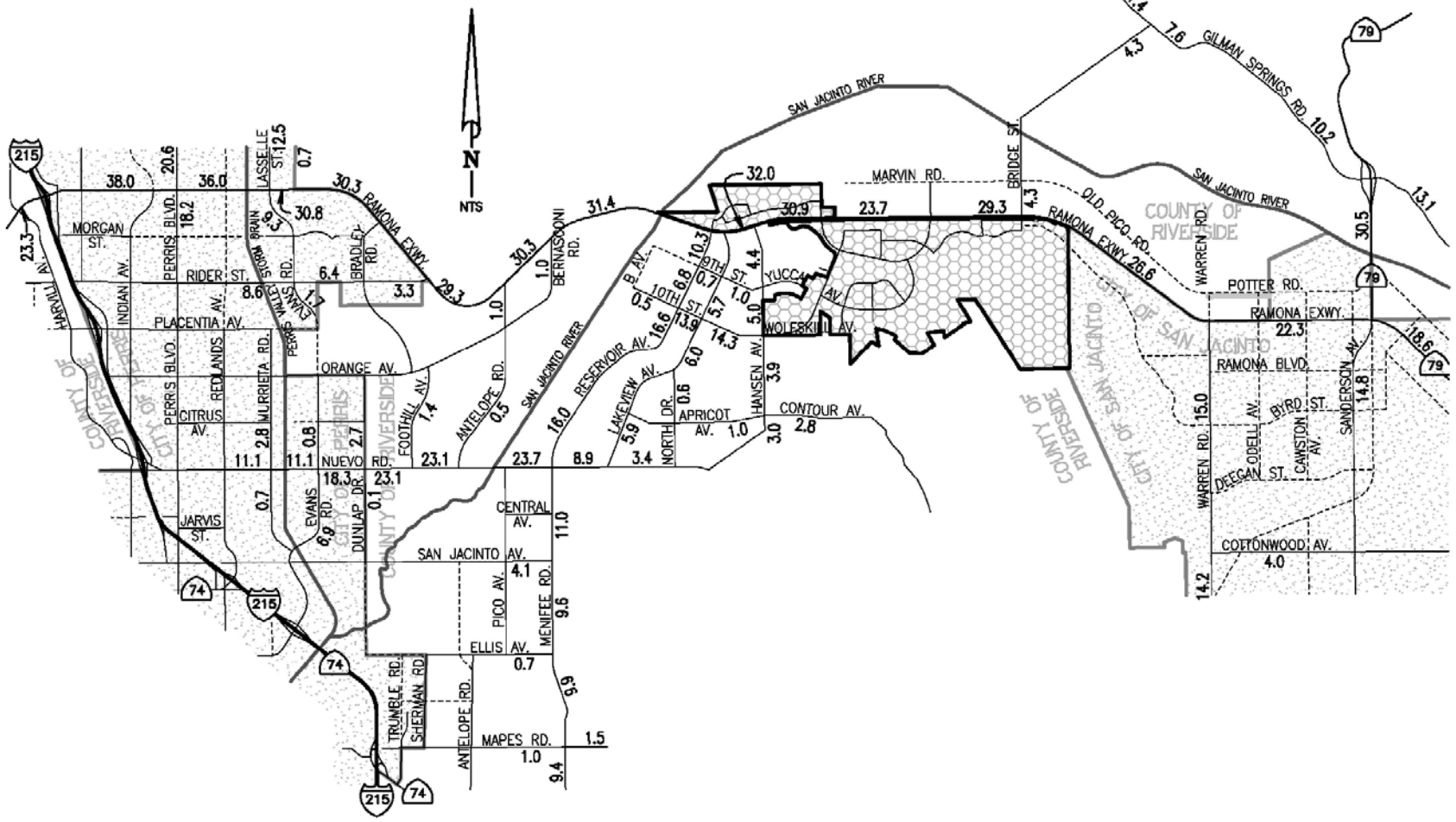


Figure 5.14-12a

Estimated Average Daily Traffic (ADT) - Base Case Phase 2
Existing Plus Ambient Growth With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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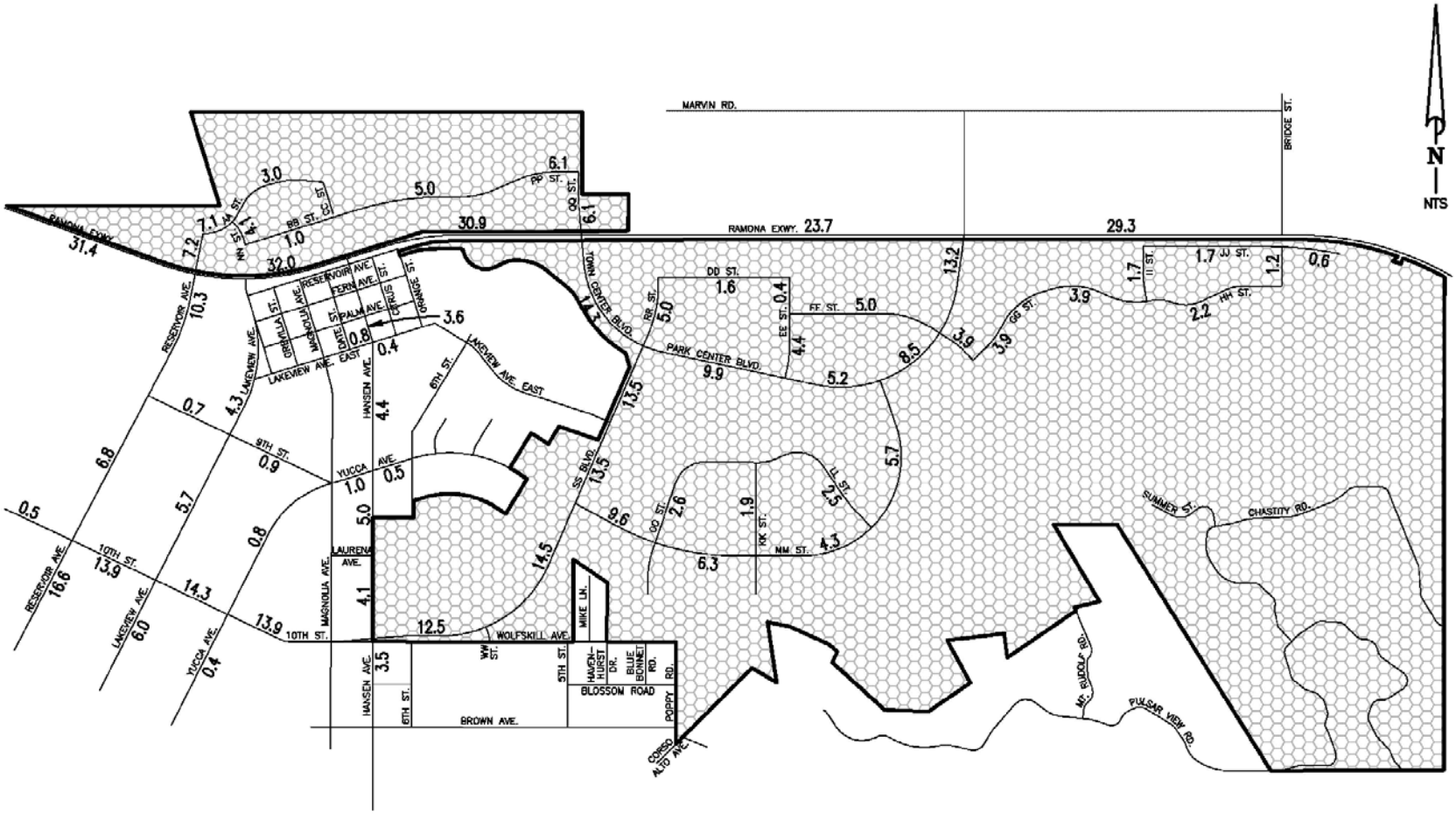


Figure 5.14-12b

Estimated Average Daily Traffic (ADT) - Base Case Phase 2
Existing Plus Ambient Growth With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Base Case – Phase 2 – Existing plus Ambient Growth Plus Cumulative Development Without Project Conditions

To address traffic impacts associated with reasonably foreseeable future development projects other than THE VILLAGES OF LAKEVIEW and to determine what future conditions would be with cumulative development but without project traffic, the following analysis includes existing area traffic, which has been increased by a 1% per year growth rate, and a portion of cumulative development traffic, without project traffic. The 32 intersections shown in **Table 5.14-S, Intersection Level of Service – Base Case Phase 2 Existing plus Ambient Growth Plus Cumulative Development Without Project,** are projected to operate at an unacceptable level of service.

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development without Project conditions. The segments shown in **Table 5.14-T, Street Segment Level of Service – Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project** are projected to operate at an unacceptable level of service. Thus, without the project both intersections and roadway segments would fail due to cumulative development.

Note that **Tables 5.14-S** and **5.14-T** also show the same intersections and roadway segments with the improvements (With Mitigation) necessary to bring them to below the threshold of significance for the jurisdiction within which they are located. Mitigation measures are discussed and analyzed in the **Phase 2 Required Mitigation** section beginning on page 5.14-120.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-13, Estimated Average Daily Traffic (ADT) – Base Case Phase 2 Existing plus Ambient Growth Plus Cumulative Development Without Project**.

Table 5.14-S, Intersection Level of Service – Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	147.0	F	OFL	F	Signal	26.7	C	78.3	E
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	148.9	F	172.0	F	Signal	37.4	D	60.7	E
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	154.7	F	OFL	F	Signal	44.2	D	74.3	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	66.3	E	59.4	E
6	Rider St. / Ramona Exwy.	Perris/E	Signal	48.7	D	177.7	F	Signal	19.7	B	45.2	D
7	Antelope Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	16.0	B	27.5	C
8	Bernasconi Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	51.3	D	26.4	C
9	Reservoir Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	17.5	B	28.0	C
11	Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	16.4	B	20.3	C
12	Town Center. Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	19.2	B	23.4	C
15	Park Center Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.6	C	41.6	D
16	Bridge St. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	17.8	B	22.7	C
17	Warren Rd. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	39.6	D	49.6	D
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	38.7	D	50.2	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	24.5	C	24.1	C
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	21.6	C	37.3	D
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	34.9	C	43.3	D
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	30.7	C	38.3	D
25	Reservoir Ave. / 9th St.	Riv. Co./D	TWSC	31.3	D	57.2	F	Signal	5.5	A	3.7	A

Table 5.14-S, Intersection Level of Service – Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	30.2	C	38.1	D
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	129.9	F	92.3	F	Signal	23.0	C	19.5	B
40	Hansen Ave. / 10th St.-Wolfskill Ave.	Riv. Co./D	TWSC	48.5	E	132.4	F	Signal	17.5	B	17.3	B
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	32.8	C	34.7	C
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	26.8	C	38.5	D
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	29.4	C	48.7	D
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	42.5	D	54.8	D
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	30.5	C	36.3	D
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	35.8	D	43.7	D
50	Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	18.0	C	42.9	E	AWSC	15.5	C	15.4	C
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	37.7	D	41.4	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	51.1	D	52.7	D
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	11.4	B	14.8	B

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-T, Street Segment Level of Service – Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C [1]	LOS	Roadway Classification	Lanes	V/C [1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	55,200	Expressway	4	1.35	F	Expressway	6	0.90	D
Perris Blvd. to Evans Rd.	Perris/D	53,500	Expressway	4	1.31	F	Expressway	6	0.87	D
Evans Rd. to Lake Perris Dr.	Perris/D	48,800	Expressway	4	1.19	F	Expressway	6	0.80	C
Lake Perris Dr. to Rider St.	Perris/D	48,300	Expressway	4	1.18	F	Expressway	6	0.79	C
Rider St. to Antelope Rd.	Riv. Co./D	54,600	Expressway	2	2.76	F	Expressway	6	0.89	D
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	52,900	Expressway	2	2.67	F	Expressway	6	0.86	D
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	52,400	Expressway	2	2.65	F	Expressway	6	0.85	D
Reservoir Ave. to Hansen Ave.	Riv. Co./D	51,600	Expressway	2	2.61	F	Expressway	6	0.84	D
Hansen Ave. to Town Center Blvd.	Riv. Co./D	50,700	Expressway	2	2.56	F	Expressway	6	0.83	D
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	50,500	Expressway	2	2.55	F	Expressway	6	0.82	D
Park Center Blvd. to Bridge St.	Riv. Co./D	50,400	Expressway	2	2.55	F	Expressway	6	0.82	D
Bridge St. to Warren Rd.	Riv. Co./D	46,700	Expressway	2	2.36	F	Expressway	6	0.76	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	42,500	Expressway	2	2.15	F	Expressway	6	0.69	≤C
Gilman Springs Road										
Bridge St. to SR-79	Riv. Co./D	21,600	Arterial	2	1.20	F	Arterial	4	0.60	≤C
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	28,900	Arterial	2	1.61	F	Arterial	4	0.81	D
Evans Rd. to Dunlap Rd.	Perris/D	44,500	Arterial	2	2.47	F	Arterial	6	0.83	D
Dunlap Rd. to Foothill Ave.	Riv. Co./D	46,600	Urban Arterial	2	2.59	F	Urban Arterial	6	0.86	D
Foothill Ave. to Antelope Rd.	Riv. Co./D	42,300	Urban Arterial	2	2.35	F	Urban Arterial	6	0.78	≤C
Antelope Rd. to Menifee Rd.	Riv. Co./D	38,000	Urban Arterial	2	2.11	F	Urban Arterial	6	0.71	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	26,400	Urban Arterial	2	1.47	F	Urban Arterial	4	0.74	≤C
Ellis Ave. to San Jacinto Ave.	Riv. Co./D	22,700	Urban Arterial	2	1.26	F	Urban Arterial	4	0.63	≤C
San Jacinto Ave. to Nuevo Rd.	Riv. Co./D	20,500	Urban Arterial	2	1.14	F	Urban Arterial	4	0.57	≤C
Reservoir Avenue										
Nuevo Rd. to 10th St.	Riv. Co./D	20,600	Urban Arterial	2	1.14	F	Urban Arterial	4	0.57	≤C
10th St. to 9th St.	Riv. Co./D	16,600	Urban Arterial	2	0.92	E	Urban Arterial	4	0.46	≤C
9th St. to Ramona Exwy.	Riv. Co./D	25,100	Urban Arterial	2	1.39	F	Urban Arterial	4	0.70	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	27,900	Arterial	2	1.55	F	Arterial	4	0.78	≤C
Sanderson Avenue										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	52,800	Expressway	4	1.29	F	Expressway	6	0.86	D

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

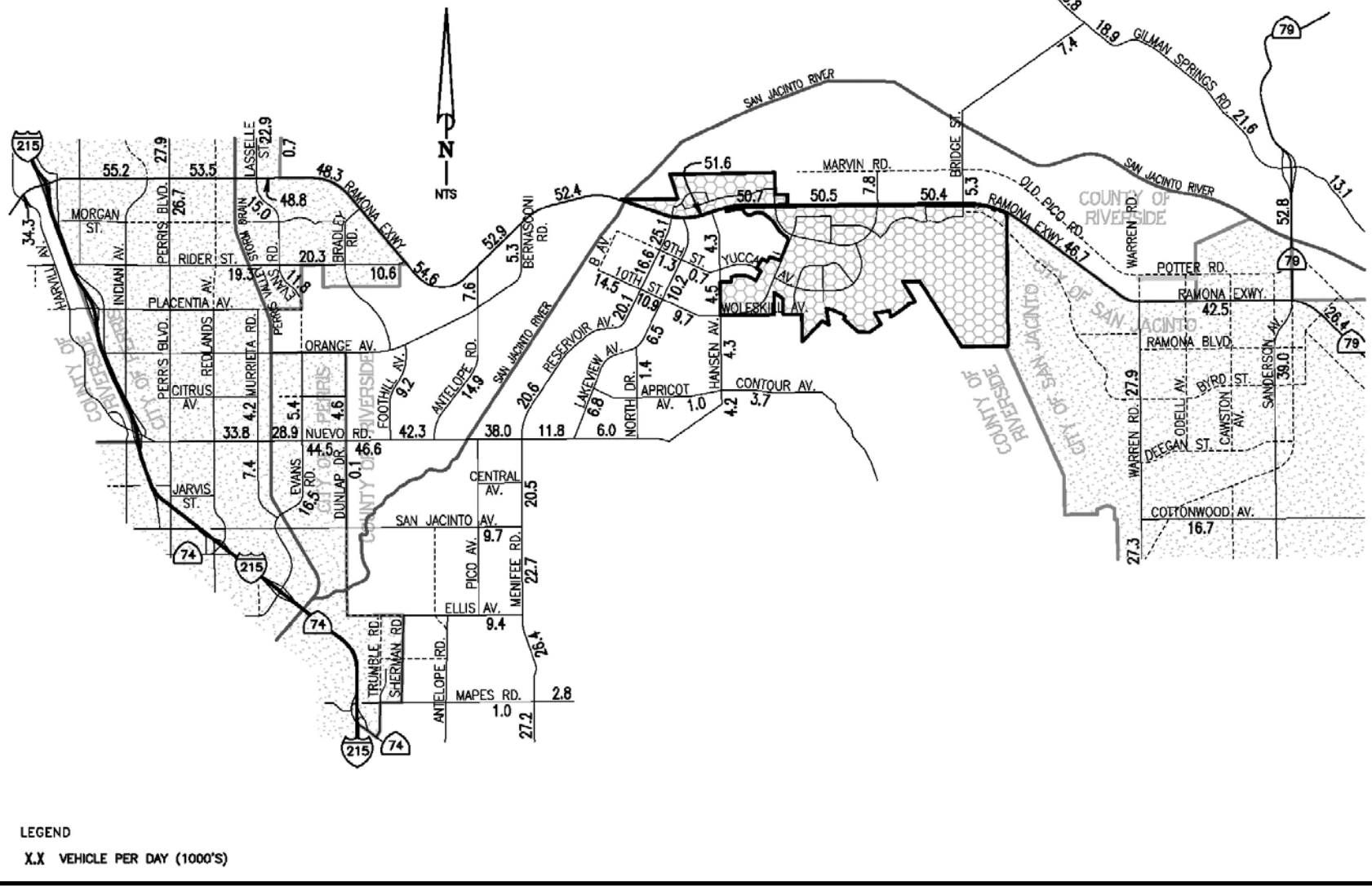


Figure 5.14-13

Estimated Average Daily Traffic (ADT) - Base Case Phase 2
Existing Plus Ambient Growth Plus Cumulative Development Without Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Base Case – Phase 2 – Existing plus Ambient Growth Plus Cumulative Development With Project Conditions

To evaluate the project's impacts when considered with other reasonably foreseeable projects in the study area, this analysis includes existing area traffic, which has been increased by a 1% per year growth rate, a portion of cumulative development traffic and Phases 1 and 2 project traffic. The 42 intersections shown in **Table 5.14-U, Intersection Level of Service – Base Case Phase 2 Existing plus Ambient Growth Plus Cumulative Development With Project,** are projected to operate at an unacceptable level of service. Thus, the addition of Phase 1 and 2 project traffic contributed to the failure of 10 additional intersections. Therefore, both without and with the project, cumulative impacts to area intersections are **significant without mitigation.**

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development with Project conditions. The segments shown in **Table 5.14-V, Street Segment Level of Service – Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project** are expected to operate at an unacceptable level of service. Therefore, both without and with the project, cumulative impacts to area roadway segments are **significant without mitigation.**

Note that **Tables 5.14-U** and **5.14-V** also show the same intersections and roadway segments with the improvements (With Mitigation) necessary to bring them to below the threshold of significance for the jurisdiction within which they are located. Mitigation measures are discussed and analyzed in the **Phase 2 Required Mitigation** section beginning on page 5.14-120.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-14a, Estimated Average Daily Traffic (ADT) – Base Case Phase 2 Existing plus Ambient Growth Plus Cumulative Development With Project** and **Figure 5.14-14b, Estimated Average Daily Traffic (ADT) – Base Case Phase 2 Existing plus Ambient Growth Plus Cumulative Development With Project**. This represents substantial increases in traffic from the existing condition and is **significant without mitigation.**

Table 5.14-U, Intersection Level of Service – Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project

			Without Mitigation					With Mitigation				
				AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour	
	Intersection	Jurisdiction/ Allowable LOS	Traffic Control Status[1]	Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS	Traffic Control Status[1]	Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	174.4	F	OFL	F	Signal	18.5	B	64.8	E
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	55.6	E	52.4	D
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	61.9	E	79.3	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	58.9	E	68.4	E
5	Lake Perris Dr. / Ramona Exwy.	Perris/D	Signal	89.1	F	109.6	F	Signal	10.9	B	13.0	B
6	Rider St. / Ramona Exwy.	Perris/E	Signal	113.9	F	OFL	F	Signal	16.6	B	45.2	D
7	Antelope Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	13.9	B	28.8	C
8	Bernasconi Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	12.9	B	30.4	C
9	Reservoir Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	34.4	C	46.2	D
11	Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	18.6	B	23.8	C
12	Town Center. Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	38.0	D	45.5	D
15	Park Center Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	44.3	D	48.4	D
16	Bridge St. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	19.1	B	37.4	D
17	Warren Rd. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	35.8	D	51.2	D
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	39.6	D	53.1	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	37.6	D	32.8	C
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	21.6	C	37.3	D
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	34.9	C	43.3	D
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	17.3	B	20.6	C

Table 5.14-U, Intersection Level of Service – Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project

			Without Mitigation					With Mitigation				
				AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour	
	Intersection	Jurisdiction/ Allowable LOS	Traffic Control Status[1]	Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS	Traffic Control Status[1]	Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
25	Reservoir Ave. / 9th St.	Riv. Co./D	TWSC	76.8	F	OFL	F	Signal	5.4	A	4.9	A
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	39.3	D	48.3	D
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	49.7	D	49.6	D
39	Yucca Ave. / 10th St.	Riv. Co./D	TWSC	91.2	F	129.6	F	Signal	10.9	B	15.0	B
40	Hansen Ave. / 10th St.-Wolfskill Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.9	C	40.0	D
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	35.8	D	40.3	D
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	27.4	C	37.7	D
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	22.1	C	33.9	C
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	34.2	C	31.1	C
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	43.5	D	50.2	D
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	38.5	D	54.7	D
50	Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	18.0	C	42.9	E	AWSC	15.5	C	15.4	C
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	49.3	D	45.5	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	28.1	C	25.7	C
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	11.3	B	15.3	B
58	QQ St. / PP St.	Riv. Co./D	TWSC	13.8	B	106.6	F	Signal	16.3	B	20.6	C
61	WW St. / SS Blvd.	Riv. Co./D	TWSC	35.8	E	88.9	F	TWSC	15.2	C	26.0	D
62	Project Access / SS Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	23.6	C	24.7	C
63	SS Blvd. / MM St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	36.1	D	42.0	D
66	SS Blvd.-RR St. / Town Center-Park Center Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	32.0	C	47.2	D
67	EE St. / Park Center Blvd.	Riv. Co./D	TWSC	20.4	C	OFL	F	Signal	21.0	C	30.6	C

Table 5.14-U, Intersection Level of Service – Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
68	MM St. / Park Center Blvd.	Riv. Co./D	TWSC	19.8	C	105.9	F	Signal	15.0	B	15.9	B
69	Park Center Blvd. / FF St.	Riv. Co./D	TWSC	84.9	F	OFL	F	Signal	24.7	C	33.1	C

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-V, Street Segment Level of Service – Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	65,600	Expressway	4	1.60	F	Expressway	8	0.80	D
Perris Blvd. to Evans Rd.	Perris/D	66,000	Expressway	4	1.61	F	Expressway	8	0.81	D
Evans Rd. to Lake Perris Dr.	Perris/D	62,700	Expressway	4	1.53	F	Expressway	8	0.77	C
Lake Perris Dr. to Rider St.	Perris/D	62,300	Expressway	4	1.52	F	Expressway	8	0.76	C
Rider St. to Antelope Rd.	Riv. Co./D	69,600	Expressway	2	3.52	F	Expressway	8	0.85	D
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	68,900	Expressway	2	3.48	F	Expressway	8	0.84	D
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	69,400	Expressway	2	3.51	F	Expressway	8	0.85	D
Reservoir Ave. to Hansen Ave.	Riv. Co./D	69,100	Expressway	2	3.49	F	Expressway	8	0.85	D
Hansen Ave. to Town Center Blvd.	Riv. Co./D	68,400	Expressway	2	3.45	F	Expressway	8	0.84	D
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	61,000	Expressway	2	3.08	F	Expressway	8	0.75	≤C
Park Center Blvd. to Bridge St.	Riv. Co./D	66,400	Expressway	2	3.35	F	Expressway	8	0.81	D
Bridge St. to Warren Rd.	Riv. Co./D	59,100	Expressway	2	2.98	F	Expressway	8	0.72	≤C
Warren Rd. to Sanderson Ave.	San Jacinto	47,900	Expressway	2	2.42	F	Expressway	6	0.78	≤C
Gilman Springs Road										
Bridge St. to SR-79	Riv. Co./D	21,600	Arterial	2	1.20	F	Arterial	4	0.60	≤C
10th Street										
Reservoir Ave. to Lakeview Ave.	Riv. Co./D	23,400	Major	2	1.37	F	Major	4	0.69	≤C
Lakeview Ave. to Yucca Ave.	Riv. Co./D	22,600	Major	2	1.32	F	Major	4	0.66	≤C
Yucca Ave. to Hansen Ave.	Riv. Co./D	22,200	Major	2	1.30	F	Major	4	0.65	≤C
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	32,300	Arterial	2	1.79	F	Arterial	4	0.90	D
Evans Rd. to Dunlap Rd.	Perris/D	55,400	Arterial	2	3.08	F	**Arterial**	**6**	**1.03**	**F**
Dunlap Rd. to Foothill Ave.	Riv. Co./D	57,900	Urban Arterial	2	3.22	F	Urban Arterial	8	0.81	D
Foothill Ave. to Antelope Rd.	Riv. Co./D	54,200	Urban Arterial	2	3.01	F	Urban Arterial	8	0.75	≤C
Antelope Rd. to Menifee Rd.	Riv. Co./D	50,400	Urban Arterial	2	2.80	F	Urban Arterial	8	0.70	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	29,500	Urban Arterial	2	1.64	F	Urban Arterial	4	0.82	D
Ellis Ave. to San Jacinto Ave.	Riv. Co./D	25,800	Urban Arterial	2	1.43	F	Urban Arterial	4	0.72	≤C
San Jacinto Ave. to Nuevo Rd.	Riv. Co./D	24,200	Urban Arterial	2	1.34	F	Urban Arterial	4	0.67	≤C
Reservoir Avenue										
Nuevo Rd. to 10th St.	Riv. Co./D	36,700	Urban Arterial	2	2.04	F	Urban Arterial	6	0.68	≤C
10th St. to 9th St.	Riv. Co./D	22,600	Urban Arterial	2	1.26	F	Urban Arterial	4	0.63	≤C
9th St. to Ramona Exwy.	Riv. Co./D	31,700	Urban Arterial	2	1.76	F	Urban Arterial	4	0.88	D
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	33,500	Arterial	2	1.86	F	Urban Arterial	6	0.62	≤C
Sanderson Avenue										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	55,900	Expressway	4	1.37	F	Expressway	8	0.68	≤C

Table 5.14-V, Street Segment Level of Service – Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
SS Boulevard										
Hansen Ave. to MM St.	Riv. Co./D	22,700	Arterial	2	1.26	F	Arterial	4	0.63	≤C
MM St. to Town Center-Park Center Blvd.	Riv. Co./D	21,800	Secondary	2	1.68	F	Secondary	4	0.84	D
Town Center Boulevard										
Ramona Exwy. to SS Blvd.-RR St.	Riv. Co./D	16,600	Secondary	2	1.28	F	Secondary	4	0.64	≤C
Park Center Boulevard										
SS Blvd.-RR St. to EE St.	Riv. Co./D	15,800	Secondary	2	1.22	F	Secondary	4	0.61	≤C
MM St. to FF St.	Riv. Co./D	14,400	Secondary	2	1.11	F	Secondary	4	0.56	≤C
FF St. to Ramona Exwy.	Riv. Co./D	19,100	Arterial	2	1.06	F	Arterial	4	0.53	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

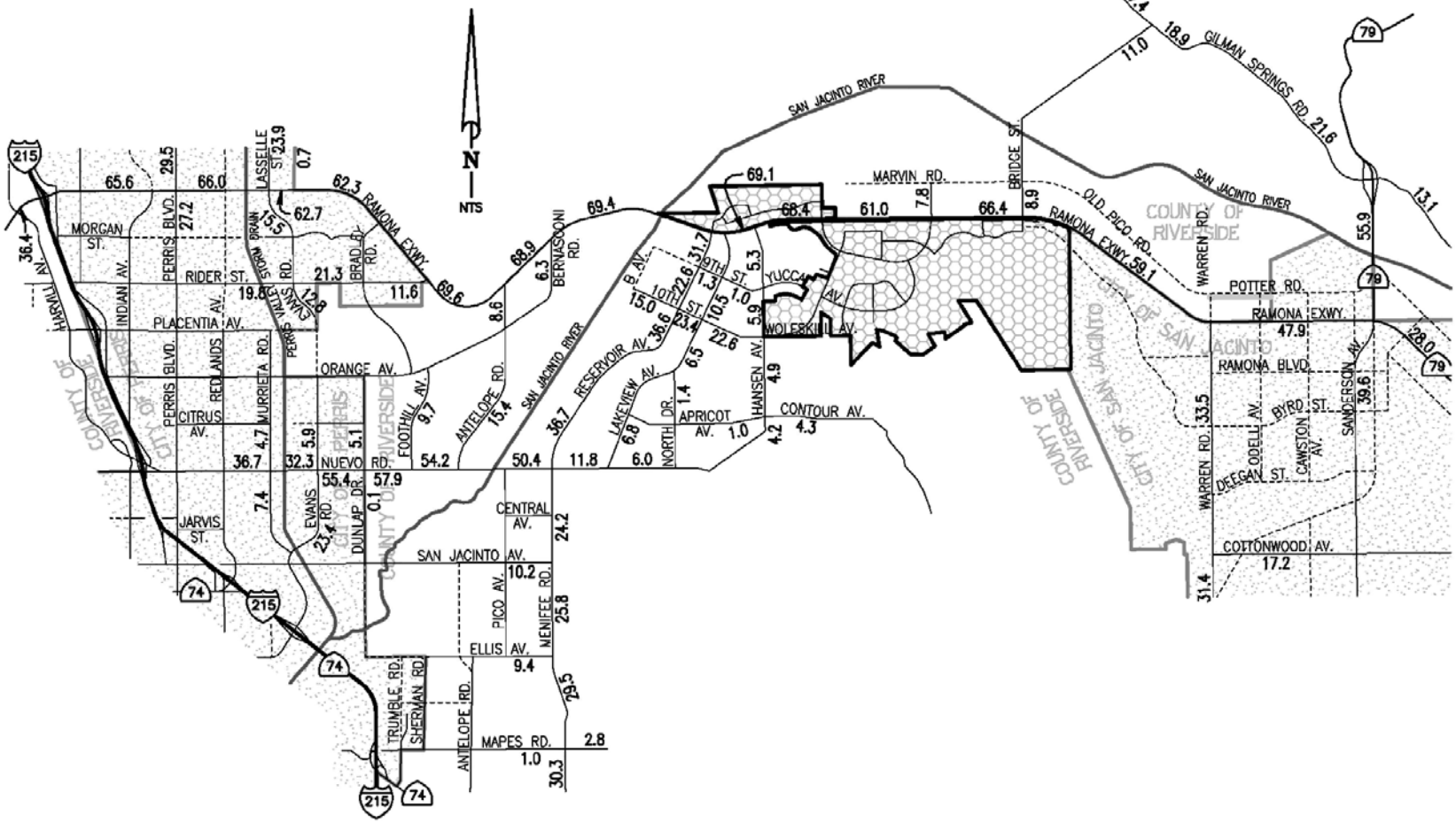


Figure 5.14-14a

Estimated Average Daily Traffic (ADT) - Base Case Phase 2
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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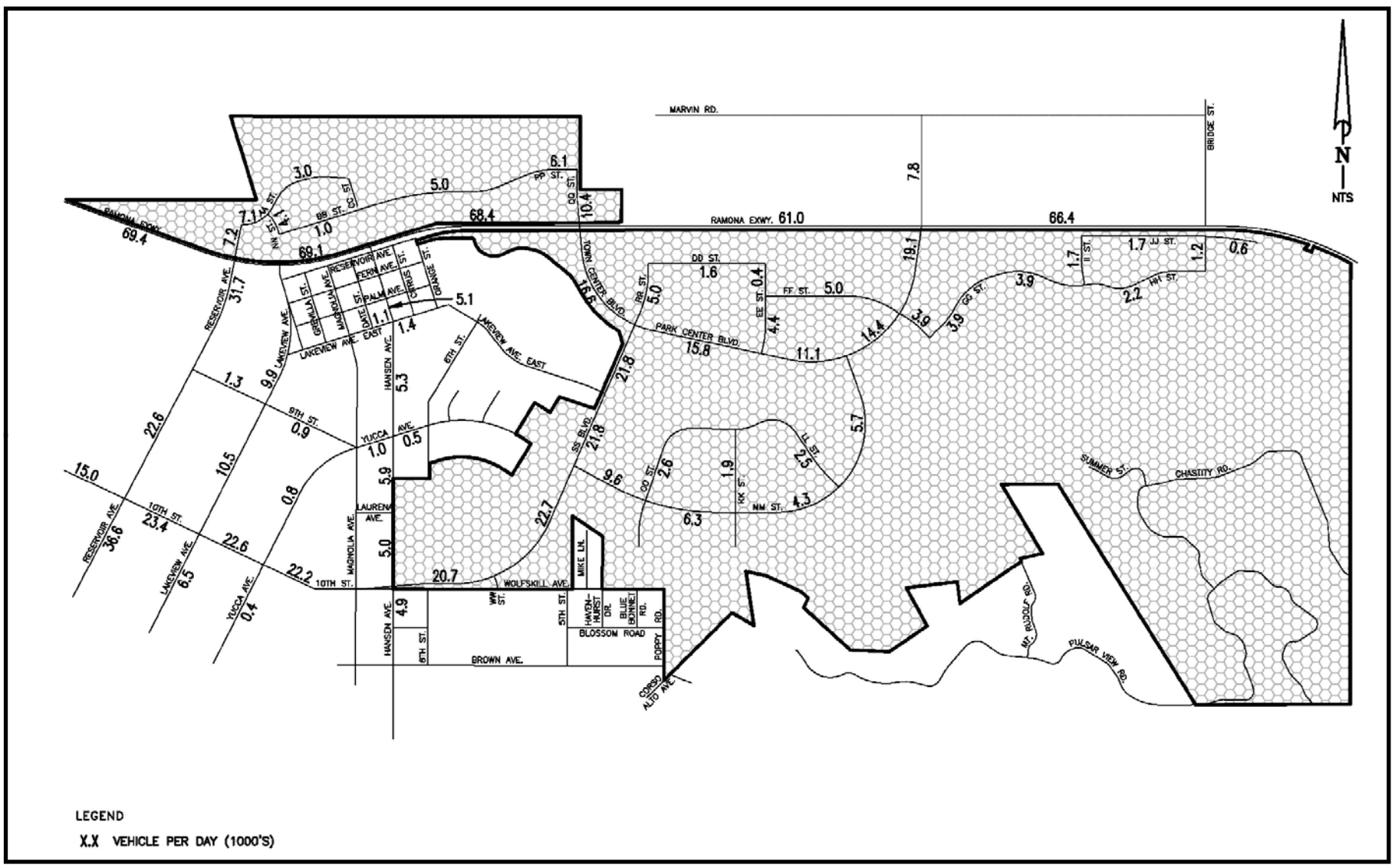


Figure 5.14-14b

Estimated Average Daily Traffic (ADT) - Base Case Phase 2
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Phase 2 Impacts Without Mitigation

Without Project:
Table 5.14-P Intersection LOS-Base Case Phase 2 Existing plus Ambient Growth shows seven intersections will operate at LOS E or F, as listed below, which are each worse than the allowable threshold of LOS D or E in their respective jurisdictions.

4. Evans Rd. / Ramona Exwy.
9. Reservoir Ave. / Ramona Exwy.
11. Hansen Ave. / Ramona Exwy.
18. Sanderson Ave. / Ramona Exwy.
21. SR-79 SB Ramps / Gilman Springs Rd.
22. SR-79 NB Ramps / Gilman Springs Rd.
38. Lakeview Ave. / 10th St.

All roadway segments operate at an acceptable LOS without the project.

With Project:
The project impacts 24 additional intersections, as shown when Table 5.14-Q is compared to Table 5.14-P, and listed below.

1 I-215 SB Ramps / Ramona Exwy.
3 Perris Blvd. / Ramona Exwy.
7 Antelope Rd. / Ramona Exwy.
8 Bernasconi Rd. / Ramona Exwy.
12 Town Center. Blvd. / Ramona Exwy.
15 Park Center Blvd. / Ramona Exwy.
16 Bridge St. / Ramona Exwy.
17 Warren Rd. / Ramona Exwy.
19 Bridge St. / Gilman Springs Rd.
23 Warren Rd. / Cottonwood Ave.
37 Reservoir Ave. / 10th St.
39 Yucca Ave. / 10th St.
40 Hansen Ave. / 10th St.-Wolfskill Ave.
43 Murrieta Rd. / Nuevo Rd.
44 Evans Rd. / Nuevo Rd.
45 Dunlap Dr. / Nuevo Rd.
46 Foothill Ave. / Nuevo Rd.
47 Antelope Rd. / Nuevo Rd.
48 Menifee Rd. / Nuevo Rd.
62 Project Access / SS Blvd.
63 SS Blvd. / MM St.
66 SS Blvd. – RR St. / Town Center Blvd.-Park Center Blvd.
67 EE St. / Park Center Blvd.

69 Park Center Blvd. / FF St.

The project impacts 17 roadway segments in the Base Case Phase 2 scenario, as shown in Table 5.14-R and listed below.

Ramona Expressway
- I-215 to Perris Blvd.
- Rider St. to Antelope Rd.
- Antelope Rd. to Bernasconi Rd.
- Bernasconi Rd. to Reservoir Ave.
- Reservoir Ave. to Hansen Ave.
- Hansen Ave. to Town Center Blvd.
- Town Center Blvd. to Park Center Blvd.
- Park Center Blvd. to Bridge St.
- Bridge St. to Warren Rd.
- Warren Rd. to Sanderson Ave.

Nuevo Road
- Evans Rd. to Dunlap Rd.
- Dunlap Rd. to Foothill Ave.
- Foothill Ave. to Antelope Rd.
- Antelope Rd. to Menifee Rd.

Reservoir Avenue
- Nuevo Rd. to 10th St.

SS Boulevard
- MM St. to Town Center/Park Center Blvd.

Town Center Boulevard
- Ramona Exwy. to SS Blvd./RR St.

Phase 2 Required Mitigation

In addition to Phase 1 mitigation measures **MM Trans 1** through **34**, and the payment of required fees for off-site improvements, **MM Trans 35** through **38**, the following improvements shall be made in conjunction with Phase 2 development.

Roadways

Construction of the following roadways shall comply with Riverside County Standards as approved in SP 342.

Roadways internal to the project shall be constructed as needed for development; as determined on the basis of village-level traffic studies.

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

- Applicant shall widen Ramona Expressway to 4 lanes with a striped median from 5th Street to connect to the existing 4 lane section west of Warren Road, Or
- The County shall have awarded a construction contract, with full funding in place, for this improvement.
- In the event that the cost of these improvements exceeds the project's TUMF and RBBD contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBD area to fully fund these improvements.

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

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

Signals

To the extent that others have not installed the signals prior to the time they are needed for SP 0342, the proponent of SP 342 and all subsequent implementing projects within the Specific Plan shall be responsible for design, construction, and installation of traffic signals at the following off-site intersections or as approved by the Transportation Department.

The timing of the off-site signal needs in each phase will be determined based on detailed village-level traffic studies.

The need for signals at on-site intersections will be determined based on detailed village-level traffic studies.

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

- Bridge Street (NS) at Gilman Springs Road (EW)
- Yucca Avenue (NS) at 10th Street (EW)
- On-site signals as needed to support development

Intersections

If, prior to the recordation of the first tract or the issuance of a building permit for any non-residential uses in Phase 2, funding is assured for the County-led improvements along the Ramona Expressway corridor, the mitigation measures preceded by ** may be waved at the discretion of the County.

The following intersection improvements shall be provided prior to the issuance of the 5,101st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of Village-level traffic studies:

MM Trans 42: ******Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:
Northbound: One shared left turn and right turn lane.
Southbound: Not applicable.
Eastbound: One through lane. One shared through and right turn lane.
Westbound: One left turn lane. Two through lanes.

MM Trans 43: **Improve the intersection of Bernasconi Road and Ramona Expressway to include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
Westbound: One left turn lane. One through lane. One shared through and right turn lane.

MM Trans 44: **Improve the intersection of Hansen Avenue/Davis Road and Ramona Expressway to include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. Two through lanes. One right turn lane.
Westbound: One left turn lane. Two through lanes. One right turn lane.

MM Trans 45: **Improve the intersection of Town Center Boulevard and Ramona Expressway to include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. Two through lanes. One right turn lane.

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

MM Trans 46: **Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics:
Northbound: One left turn lane. One right turn lane.
Southbound: Not applicable.
Eastbound: Two through lanes. One right turn lane.
Westbound: One left turn lane. Two through lanes.

MM Trans 47: Improve the intersection of Hansen Avenue and 10th Street - Wolfskill Avenue to provide signalization and include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
Westbound: One left turn lane. One through lane. One shared through and right turn lane.

MM Trans 48: Improve the intersection of Bridge Street and Gilman Springs Road to include the following geometrics:
Northbound: One left turn lane. One right turn lane.
Southbound: Not applicable.
Eastbound: One shared through and right turn lane.
Westbound: One left turn lane. One through lane.

MM Trans 49: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics:
Northbound: One left turn lane. Two through lanes. One free-flow right turn lane.
Southbound: One left turn lane. One through lane. One shared through and right turn lane.
Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
Westbound: Two left turn lanes. Two through lanes. One right turn lane.

MM Trans 50: Improve the intersection of Reservoir Road/Menifee Road and Nuevo Road to include the following geometrics:
Northbound: One left turn lane. One through lane. One right turn lane.
Southbound: One left turn lane. One through lane. One right turn lane.
Eastbound: One left turn lane. One shared through and right turn lane.
Westbound: One left turn lane. One shared through and right turn lane.

MM Trans 51: Improve the intersection of Yucca Avenue and 10th Street to include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
Westbound: One left turn lane. One through lane. One shared through and right turn lane.

MM Trans 52: Improve the intersection of Antelope Road and Nuevo Road to include the following geometrics:
Northbound: Not applicable.
Southbound: One shared left turn and right turn lane.
Eastbound: One left turn. Two through lanes.
Westbound: One through lane. One shared through and right turn lane.

MM Trans 53: Improve the intersection of Lakeview Avenue and 10th Street to provide signalization and include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn. One through lane. One shared through and right turn lane.
Westbound: One left turn. One through lane. One shared through and right turn lane.

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

Northbound: one left-turn lane, one shared through/right-turn lane
Southbound: one left-turn lane, one shared through/right-turn lane
Eastbound: one left-turn lane, one through lane, one shared through/right-turn lane
Westbound: one left-turn lane, one through lane, one shared through/right-turn lane

Roadways internal to the project shall be constructed as needed for Phase 2 development per the following geometrics and as determined on the basis of Village-level traffic studies:

MM Trans 55: Construct the signalized intersection of QQ Street and PP Street to include the following geometrics:
Northbound: One shared left turn and right turn lane.
Southbound: Not applicable.
Eastbound: One shared through and right turn lane.
Westbound: One left turn lane. One through lane.

MM Trans 56: Construct the signalized intersection of SS Boulevard and Project Access to include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. One shared through and right turn lane.
Westbound: One left turn lane. One shared through and right turn lane.

MM Trans 57: Construct the signalized intersection of SS Boulevard and MM Street to include the following geometrics:
Northbound: One left turn lane. One through lane. One right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. One shared through and right turn lane.
Westbound: One left turn lane. One shared through and right turn lane.

MM Trans 58: Construct the signalized intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics:
Northbound: One left turn lane. One through lane. One right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. One through lane. One right turn lane.
Westbound: One left turn lane. One shared through and right turn lane.

MM Trans 59: Construct the signalized intersection of EE Street and Park Center Boulevard to include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.

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

MM Trans 60: Construct the signalized intersection of MM Street and Park Center Boulevard to include the following geometrics:
Northbound: One left turn lane. One right turn lane.
Southbound: Not applicable.
Eastbound: One shared through and right turn lane.
Westbound: One left turn lane. One through lane.

MM Trans 61: Construct the signalized intersection of Park Center Boulevard and FF Street to include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. One shared through and right turn lane.
Westbound: One left turn lane. One shared through and right turn lane.

MM Trans 62: Construct the intersection of Park Center Boulevard and VV Street to include the following geometrics:
Northbound: One through lane.
Southbound: One shared through and right turn lane.
Eastbound: One right turn lane. Stop controlled.
Westbound: Not applicable.

MM Trans 63: Construct the intersection of RR Street and DD Street to include the following geometrics:
Northbound: One shared left turn and right turn lane.
Southbound: Not applicable.
Eastbound: One shared through and right turn lane. Stop controlled.
Westbound: One shared left turn and through lane. Stop controlled.

MM Trans 64: Construct the intersection of EE Street and DD Street to include the following geometrics:
Northbound: One left turn lane.
Southbound: Not applicable.
Eastbound: One right turn lane. Stop controlled.
Westbound: Not applicable.

MM Trans 65: Construct the intersection of EE Street and FF Street to include the following geometrics:
Northbound: One shared left turn, through, and right turn lane.
Southbound: One shared left turn, through, and right turn lane.
Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
Westbound: One shared left turn, through, and right turn lane. Stop controlled.

MM Trans 66: Construct the intersection of OO Street and MM Street to include the following geometrics:
Northbound: One shared left turn, through, and right turn lane. Stop controlled.
Southbound: One shared left turn, through, and right turn lane. Stop controlled.
Eastbound: One shared left turn, through, and right turn lane.
Westbound: One shared left turn, through, and right turn lane.

MM Trans 67: Construct the intersection of KK Street and MM Street to include the following geometrics:
Northbound: One shared left turn, through, and right turn lane. Stop controlled.
Southbound: One shared left turn, through, and right turn lane. Stop controlled.
Eastbound: One shared left turn, through, and right turn lane.
Westbound: One shared left turn, through, and right turn lane.

MM Trans 68: Construct the intersection of LL Street and MM Street to include the following geometrics:
Northbound: Not applicable.
Southbound: One shared left turn and right turn lane. Stop controlled.
Eastbound: One shared left turn and through lane.
Westbound: One shared through and right turn lane.

MM Trans 69: Construct the intersection of FF Street and GG Street to include the following geometrics:
Northbound: Not applicable.
Southbound: One left turn lane. Stop controlled.
Eastbound: Not applicable.
Westbound: One right turn lane.

MM Trans 70: Construct the intersection of II Street and HH Street to include the following geometrics:
Northbound: Not applicable.
Southbound: One shared left turn and right turn lane. Stop controlled.
Eastbound: One shared left turn and through lane.
Westbound: One shared through and right turn lane.

MM Trans 71: Construct the intersection of HH Street and JJ Street to include the following geometrics:
Northbound: One shared left turn and right turn lane. Stop controlled.
Southbound: Not applicable.
Eastbound: One shared through and right turn lane.
Westbound: One shared left turn and through lane.

MM Trans 72: Construct the intersection of II Street and JJ Street to include the following geometrics:
Northbound: One right turn lane. Stop controlled.
Southbound: Not applicable.
Eastbound: Not applicable.
Westbound: One left turn lane.

Summary of Environmental Effects After Mitigation Measures are Implemented – Phase 2

Mitigation measures **MM Trans 1** through **MM Trans 34** will mitigate potential impacts associated with intersections and roadway segments within and immediately adjacent to the project site through construction of the needed facilities with respect to Phase 1 Base Case traffic. Implementation of **MM Trans 39** through **72** will mitigate potential impacts associated with Phase 2 traffic which is above and beyond Phase 1 traffic. The payment of fees, as required by **MM Trans 35** through **38**, will ultimately provide for the construction of needed off-site infrastructure.

Tables 5.14- P, 5.14-Q, 5.14-R, 5.14-S, 5.14-T, 5.14-U and 4.15-V all include columns which identify the LOS conditions which could be achieved "with mitigation." The mitigation measures listed below meet or exceed Traffic Study recommendations, pursuant to the County Conditions of Approval, that are assumed in the analysis for "with mitigation." Tables **5.14-Q and R** indicate that all intersections and roadway segments would operate at LOS D or better with mitigation in the situation where only the project and ambient growth are evaluated for the Phase 2 timeframe, except the intersections of I-125 SB Ramps/Ramona Expressway which are located in the City of Perris and operate at LOS E.

Table 5.14-U shows that all but four intersections will operate at LOS D or better, except for four intersections located within the city of Perris which will operate at LOS E when ambient growth, Phase 2 project traffic and all other reasonably foreseeable cumulative projects traffic are considered. The City of Perris General Plan allows LOS E at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 Freeway ramps. As shown in **Table 5.14-U** and below, all four intersections projected to operate at LOS E with Phase 2 traffic are intersections which fall under this allowance.

I-215 SB Ramps/Ramona Expressway
Perris Blvd. (Arterial)/ Ramona Expressway
Evans Road (Arterial)/Ramona Expressway
Rider Street (Secondary Arterial)/Ramona Expressway

Table 5.14-V indicates that all but one roadway segment would operate at LOS D or better with mitigation. The segment of Nuevo Road between Evans and Dunlap would operate at LOS F when ambient growth, Phase 2 project traffic and all other reasonably foreseeable cumulative projects traffic are considered. Table 5.14-T (cumulative without project traffic) compared to Table 5.14-V (cumulative with project traffic) shows that the failure of the Evans to Dunlap segment of Nuevo Road is caused by project traffic, therefore the **cumulative** impact is **significant with mitigation** at the Phase 2 timeframe of project and circulation network development.

Thus, with the exception of the Evans to Dunlap segment of Nuevo Road, all project-specific and cumulative impacts of project Phase 2 traffic are reduced to less than significant with mitigation when all Phase 2 improvements are built.

However, during the construction of Phase 2 when some Phase 2 improvements are needed (pursuant to Addendum #2 of the Traffic Study), they may not be in place for various reasons such as coordination between signals, coordination of construction between intersections and segments, timing dependent on other jurisdictions, or efforts to retain the rural character of some roads and intersections within the existing Lakeview/Nuevo community. As described below, some improvements will cause temporary impacts which will require a statement of overriding consideration under CEQA.

Roadways

Findings of Overriding Considerations will be needed for the following roadway segments because improvements would be implemented later than the time they would be needed

according to the traffic study Addendum #2 dated September 19, 2008. This is considered a **significant unavoidable adverse temporary impact**.

- Reservoir Avenue between Nuevo Road and 10th Street (project and cumulative temporary impact until Reservoir Avenue is constructed as a four lane facility between Nuevo Road and Ramona Expressway). Lakeview Avenue is retained as a two-lane facility to maintain the rural character of the community.

- Ramona Expressway between Hansen Avenue and 5th Street (temporary cumulative impact only until improvements are made prior to the issuance of the occupancy permit for the 2,001st residential unit, or building permits for an equivalent amount of non-residential uses. Improvement to four lanes would be needed prior to issuance of 1,551st occupancy permit or equivalent.

- Ramona Expressway between 5th Street and Warren Road (temporary cumulative impact only until improvements are made prior to the issuance of the occupancy permit for the 4,001st residential unit, or building permits for an equivalent amount of non-residential uses). Improvement to four lanes needed prior to issuance of 2,101st occupancy permit or equivalent.

A general finding of overriding considerations will be needed for the following roadway segments to allow for temporary conditions where a construction contract has been awarded but the actual construction of the improvement is not completed until after the threshold that would trigger the need for the improvement. This is considered a **significant unavoidable adverse temporary impact**.

- Nuevo Road between Foothill Avenue and Menifee (project specific and cumulative)

A general finding of overriding considerations will be needed for the following roadway segment because it will be the responsibility of other jurisdictions or agencies. The City of Perris is creating a RBBD for the North Perris area of the city which will fund this improvement. This is considered a **significant unavoidable adverse temporary impact**.

- Nuevo Road between Evans Road and Dunlap Road, widening to four lanes (project level impacts) and to six lanes (cumulative level impacts). (In Perris)

- Ramona Expressway between I-215 and Evans Road, widening from four to six lanes (project level impacts) and to eight lanes (cumulative level impacts). (In Perris)

- Sanderson Avenue (SR-79) between Gilman Springs Road and Ramona Expressway (San Jacinto)

- Warren Road between Ramona Expressway and Cottonwood Avenue, widening from two to four lanes (project level impacts) and to six lanes (cumulative level impacts). (San Jacinto)

See also the Supplemental Analysis of intersections and roadways located further than 5 miles from the site, page 5.14-172, which includes the following roadway segment:

- Ramona Expressway between Sanderson Avenue (SR-79) and State Street (SR-79), widening to four lanes (project specific)

Intersections

At the following intersections, achievement of satisfactory level of service could be delayed because improvements would be implemented later than the time they would be needed based on the traffic study Addendum #2 dated September 19, 2008, or the applicant's fair share of the improvements could be satisfied through the payment of fees, thereby temporarily delaying the improvement and achievement of satisfactory level of service until later than the time they would be needed. Where either of these conditions exists, a finding of overriding considerations will be necessary due to the temporary impact. For the following intersections, the project is required to pay TUMF and/or Signal Program fees which are in part designated to the intersections identified.

52. Menifee Road (NS) at Ellis Avenue (EW) (cumulative impact only in Phase 2)

See also the Supplemental Analysis of intersections and roadways located further than 5 miles from the site, page 5.14-171, which includes the following intersections:

3A. Gilman Springs Road (NS) at Alessandro Boulevard (EW) (cumulative impact only in Phase 2)
13A. Menifee Road (NS) at Ethanac Road (EW) (project impact in Phase 2 and Phase 3)

At the following intersections, achievement of satisfactory levels of service would require improvements that would be the responsibility of others due to their location in jurisdictions other than unincorporated Riverside County, necessitating a finding of overriding considerations because the County cannot require when they are built. The City of Perris is creating a RBBD for the North Perris area of the city which will fund Intersection No. 3. The project will be required to pay TUMF fees. An "*" indicates intersections where TUMF fees can be used for intersection improvements. These are considered **significant unavoidable adverse temporary impacts**. Intersection No. 43 has no current source of funding**.**

- 2. I-215 Northbound Ramps (NS) at Ramona Expressway (EW) (project-specific and cumulative)
- 3. Perris Boulevard (NS) at Ramona Expressway (EW) (project-specific and cumulative only)
- 4. Evans Road (NS) at Ramona Expressway * (project-specific and cumulative)
- 5. Lame Perris Drive (NS) at Ramona Expressway (EW) (cumulative only)
- 17. Warren Road (NS) at Ramona expressway (EW) * (cumulative only)
- 18. Sanderson Avenue (NS) at Ramona Expressway (EW) * (cumulative only)
- 43. Murrieta Road (NS) at Nuevo Road (EW) (project-specific)
- 44. Evans Road (NS) at Nuevo Road (EW)* (project-specific and cumulative)

- 45. Dunlap Drive (NS) at Nuevo Raod (EW) (project-specific and cumulative)

At the following intersection, adequate level of service is achieved when the project traffic is considered independently of cumulative projects. Achievement of a satisfactory level of service cannot be achieved in the cumulative condition for the last phase of project build-out due to physical constraints which include the location of the railroad tracks and the width of the bridge over the I-215. The following intersection would require improvements that would be the responsibility of others due to their location in jurisdictions other than unincorporated Riverside County, also necessitating a finding of overriding consideration. The project is required to pay TUMF and Lakeview Nuevo RBBD fees which are in part designated to the intersection identified. Therefore, for the first two phases of project build-out, this is considered a **significant unavoidable adverse temporary impact.** Although there may be a feasible solution in the cumulative Phase 3 condition to correct the physical constraints at this location, such a solution is not reasonably foreseeable nor funded, for Phase 3 when all other cumulative projects are in place, **a significant unavoidable adverse impact** will remain.

- I-215 Southbound Ramps (NS) at Ramona Expressway (EW) (project-specific & cumulative)

BASE CASE

The Base Case scenario for project Phases 1, 2, and 3 assumes existing intersection controls, intersection geometrics, and through traffic lanes and follows the existing General Plan circulation system.

Phase 3 (2016-2020/Buildout)

Phase 3 analysis includes the following proposed developments:

- 2,520 Medium-High Density Residential Dwelling Units
- 3,310 High Density Residential Dwelling Units
- 4,290 Very High Density Residential Dwelling Units
- 1,230 Highest Density Residential Dwelling Units
- 3 Elementary School
- 400 Thousand Square Feet of Retail
- 100 Thousand Square Feet of Office/Service
- 147.8 Acres of Park

Phase 3 of the proposed project is projected to generate approximately 85,021 daily external trips-ends, including 5,520 external trip-ends during the AM peak hour, and 7,766 external trip-ends during the PM peak hour.

Base Case – Phase 3 – Existing plus Ambient Growth Without Project

To evaluate future conditions in the project area, an analysis was prepared which includes existing area traffic increased by a 1% per year growth rate, without project traffic and without cumulative projects' traffic. The seven intersections shown in **Table 5.14-W, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth Without Project** are expected to operate at an unacceptable level of service. **Table 5.14-W** also shows the same intersections with the improvements (With Mitigation) necessary to bring them to below the threshold of significance for the jurisdiction within which they are located. Mitigation measures are discussed and analyzed in the **Phase 3 Required Mitigation** section beginning on page 157.

Under Base Case Phase 3 Existing plus Ambient Growth without project conditions, all of the analyzed street segments operate at acceptable levels of service, thus meeting the applicable thresholds without mitigation.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-15, Estimated Average Daily Traffic (ADT) – Base Case Phase 3 Existing plus Ambient Growth Without Project**.

Table 5.14-W, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	189.6	F	74.6	E	Signal	52.1	D	29.5	C
9	Reservoir Ave. / Ramona Exwy.	Riv. Co./D	TWSC	68.1	F	131.2	F	Signal	14.5	B	15.8	B
11	Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	146.9	F	73.2	F	Signal	15.9	B	12.5	B
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	91.6	F	80.1	F	Signal	47.1	D	54.8	D
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	67.2	F	OFL	F	Signal	16.0	B	26.8	C
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	58.2	F	60.2	F	Signal	17.1	B	13.5	B
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	50.4	F	9.5	A	AWSC	21.0	C	9.8	A

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

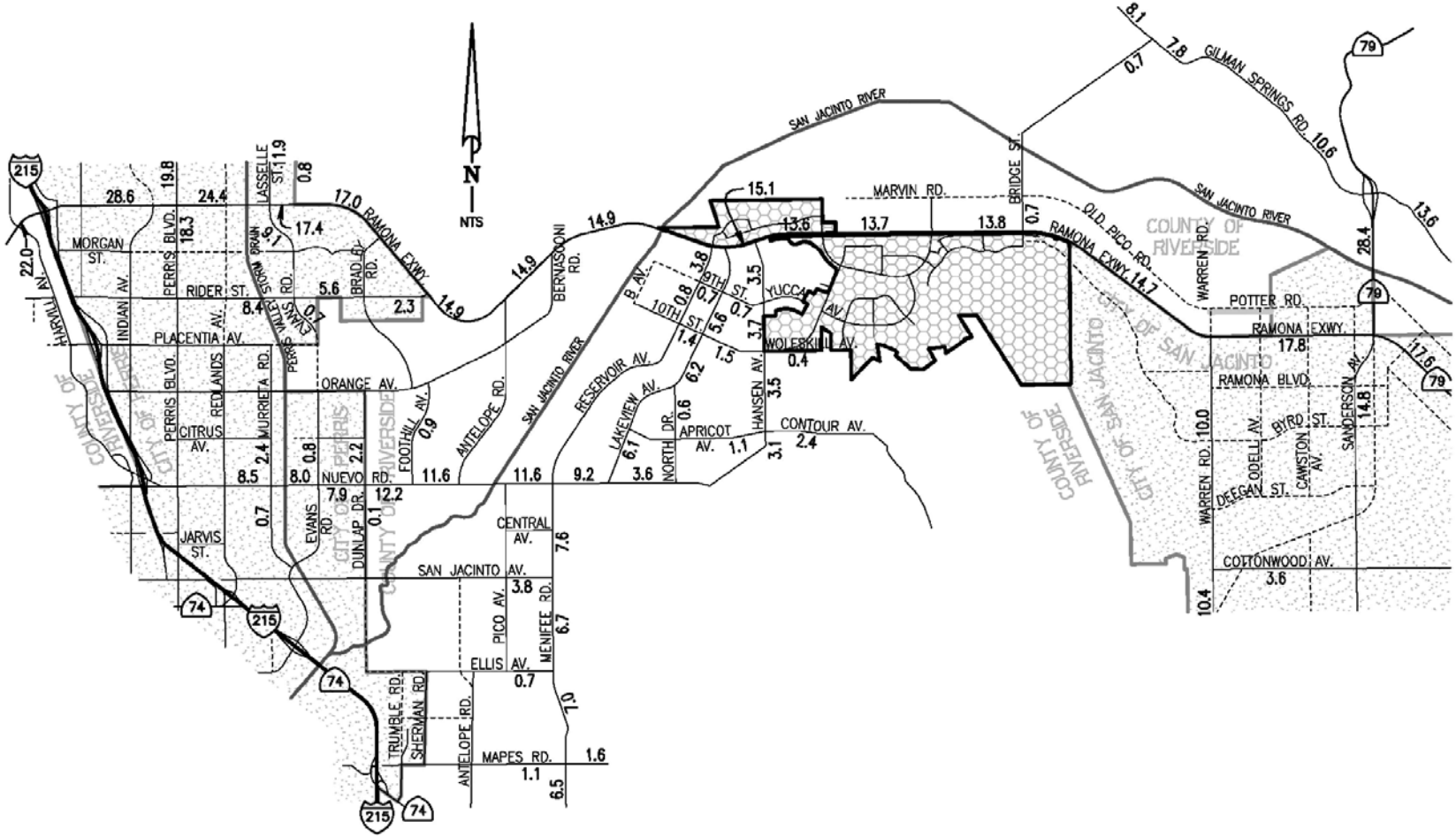


Figure 5.14-15

Estimated Average Daily Traffic (ADT) - Base Case Phase 3
Existing Plus Ambient Growth Without Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Base Case – Phase 3 – Existing plus Ambient Growth With Project Conditions

To evaluate project impacts, this analysis includes existing area traffic, which has been increased by a 1% per year growth rate, and Phases 1, 2, and 3 project traffic. The 44 intersections shown in **Table 5.14-X, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth With Project,** are projected to operate at an unacceptable level of service. Thus, Phase 3 of the project creates unacceptable levels of service at 37 additional intersections. A comparison of the Delay and LOS for the seven intersections identified in **Table 5.14-W** as failing without the project (4, 9, 11, 18, 21, 22, and 38) to **Table 5.14-X**, below, shows that the addition of the project traffic creates a substantial increase in Delay and deterioration of LOS at all of the seven intersections which were adversely impacted without the project traffic included. Project-related impacts at these intersections are **significant without mitigation.**

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth with Project conditions. The segments shown in **Table 5.14-Y, Street Segment Level of Service – Base Case Phase 3 Existing plus Ambient Growth With Project** are expected to operate at an unacceptable level of service. Since all street segments operated at acceptable levels of service without the project, this indicates that project-related impacts of Phase 3 traffic to Ramona Expressway between I-215 and Lake Perris Drive, and Rider Street and Sanderson Avenue; 10th Street between Reservoir Avenue and Hansen Avenue; Nuevo Road between Evans Road and Menifee Road; Reservoir Avenue between Nuevo Road and 10th Street; Warren Road between Cottonwood Avenue and Ramona Expressway; SS Boulevard between Hansen Avenue and Town Center Boulevard; the Town Center/Park Center Boulevard loop; FF Street between Park Center Blvd. to GG Street; and MM Street between SS Boulevard. and KK Street are **significant without mitigation**.

Note that **Tables 5.14-X** and **5.14-Y** also show the same intersections and roadway segments with the improvements (With Mitigation) necessary to bring them to below the threshold of significance for the jurisdiction within which they are located. Mitigation measures are discussed and analyzed in the **Phase 3 Required Mitigation** section beginning on page 157.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-16a, Estimated Average Daily Traffic (ADT) – Base Case Phase 3 Existing plus Ambient Growth With Project** and **Figure 5.14-16b, Estimated Average Daily Traffic (ADT) – Base Case Phase 3 Existing plus Ambient Growth With Project**. Comparing **Figure 5.14-5, Existing ADT**, with **Figures 5.14-16a and 16b** shows that ADT will increase substantially due to the project by the end of Phase 3. However, even without the project, as shown in **Figure 5.14-15, ADT** will increase substantially just due to ambient growth. Thus, with respect to the portion of the Threshold related to an "increase in traffic which is substantial in relation to the existing traffic load," the project creates substantial impacts that are considered **significant without mitigation.**

Table 5.14-X, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	56.0	E	OFL	F	Signal	17.8	B	53.4	D
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	104.1	F	50.1	D	Signal	13.7	B	19.0	B
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	87.5	F	129.7	F	Signal	66.3	E	72.7	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	162.5	F	Signal	52.4	D	32.1	C
7	Antelope Rd. / Ramona Exwy.	Riv. Co./D	TWSC	16.2	C	OFL	F	Signal	18.9	B	16.1	B
8	Bernasconi Rd. / Ramona Exwy.	Riv. Co./D	TWSC	16.4	C	OFL	F	Signal	22.1	C	18.5	B
9	Reservoir Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	37.7	D	40.6	D
11	Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.7	C	24.9	C
12	Town Center Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	54.6	D	52.8	D
15	Park Center Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	23.5	C	37.6	D
16	Bridge St. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	17.1	B	22.2	C
17	Warren Rd. / Ramona Exwy.	San Jacinto/D	Signal	175.0	F	OFL	F	Signal	39.9	D	37.1	D
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	136.9	F	153.6	F	Signal	44.1	D	49.8	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	198.7	F	75.6	F	Signal	22.0	C	21.5	C
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	67.2	F	OFL	F	Signal	16.0	B	26.8	C
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	58.2	F	60.2	F	Signal	17.1	B	13.5	B
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	19.4	B	26.2	C
25	Reservoir Ave. / 9th St.	Riv. Co./D	TWSC	89.5	F	23.9	C	TWSC	29.7	D	20.1	C
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	43.5	D	34.6	C
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	40.2	D	27.0	C

Table 5.14-X, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
39	Yucca Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	11.4	B	7.9	A
40	Hansen Ave. / 10th St.-Wolfskill Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	41.9	D	20.3	C
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	29.1	D	159.0	F	Signal	14.6	B	15.8	B
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	18.7	B	25.7	C
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	30.8	C	45.3	D
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	10.7	B	13.7	B
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	7.8	A	10.2	B
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	32.5	C	37.2	D
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	50.1	F	119.6	F	Signal	18.2	B	23.6	C
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	30.4	D	68.0	F	Signal	13.1	B	13.4	B
61	WW St. / SS Blvd.	Riv. Co./D	TWSC	49.2	E	154.2	F	TWSC	15.8	C	34.9	D
62	Project Access / SS Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	39.0	D	39.2	D
63	SS Blvd. / MM St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	46.9	D	45.4	D
65	Town Center Blvd. / Retail Access	Riv. Co./D	TWSC	35.7	E	116.6	F	Signal	18.4	B	26.5	C
66	SS Blvd. – RR St. / Town Center Blvd.-Park Center Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	36.6	D	48.7	D
67	EE St. / Park Center Blvd.	Riv. Co./D	TWSC	86.9	F	OFL	F	Signal	26.5	C	37.7	D
68	MM St. / Park Center Blvd.	Riv. Co./D	TWSC	71.7	F	OFL	F	Signal	21.8	C	45.1	D
69	Park Center Blvd. / FF St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	36.4	D	48.7	D
70	Park Center Blvd. / VV St.	Riv. Co./D	TWSC	74.9	F	21.0	C	TWSC	20.2	C	13.5	B
73	EE St. / FF St.	Riv. Co./D	TWSC	30.8	D	OFL	F	AWSC	10.4	B	27.0	D
74	OO St. / MM St.	Riv. Co./D	TWSC	53.4	F	92.8	F	TWSC	17.4	C	27.1	D
75	KK St. / MM St.	Riv. Co./D	TWSC	29.0	D	43.4	E	TWSC	16.5	C	20.5	C

Table 5.14-X, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
76	LL St. / MM St.	Riv. Co./D	TWSC	141.4	F	OFL	F	Signal	16.3	B	26.1	C
77	FF St. / GG St.	Riv. Co./D	TWSC	12.2	B	46.9	E	TWSC	12.5	B	24.1	C

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-Y, Street Segment Level of Service – Base Case Phase 3 Existing plus Ambient Growth With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	42,200	Expressway	4	1.03	F	Expressway	6	0.69	B
Perris Blvd. to Evans Rd.	Perris/D	41,400	Expressway	4	1.01	F	Expressway	6	0.68	B
Evans Rd. to Lake Perris Dr.	Perris/D	37,000	Expressway	4	0.90	E	Expressway	6	0.60	B
Rider St. to Antelope Rd.	Riv. Co./D	36,100	Expressway	2	1.82	F	Expressway	4	0.88	D
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	38,600	Expressway	2	1.95	F	Expressway	6	0.63	≤C
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	40,300	Expressway	2	2.04	F	Expressway	6	0.66	≤C
Reservoir Ave. to Hansen Ave.	Riv. Co./D	43,500	Expressway	2	2.20	F	Expressway	6	0.71	≤C
Hansen Ave. to Town Center Blvd.	Riv. Co./D	42,300	Expressway	2	2.14	F	Expressway	6	0.69	≤C
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	30,200	Expressway	2	1.53	F	Expressway	4	0.74	≤C
Park Center Blvd. to Bridge St.	Riv. Co./D	40,600	Expressway	2	2.05	F	Expressway	6	0.66	≤C
Bridge St. to Warren Rd.	Riv. Co./D	35,200	Expressway	2	1.78	F	Expressway	4	0.86	D
Warren Rd. to Sanderson Ave.	San Jacinto/D	27,200	Expressway	2	1.37	F	Expressway	4	0.67	≤C
10th Street										
Reservoir Ave. to Lakeview Ave.	Riv. Co./D	24,500	Major	2	1.43	F	Major	4	0.72	≤C
Lakeview Ave. to Yucca Ave.	Riv. Co./D	25,700	Major	2	1.50	F	Major	4	0.75	≤C
Yucca Ave. to Hansen Ave.	Riv. Co./D	25,300	Major	2	1.48	F	Major	4	0.74	≤C
Nuevo Road										
Evans Rd. to Dunlap Rd.	Perris/D	24,000	Arterial	2	1.33	F	Arterial	4	0.67	B
Dunlap Rd. to Foothill Ave.	Riv. Co./D	29,300	Urban Arterial	2	1.63	F	Urban Arterial	4	0.82	D
Foothill Ave. to Antelope Rd.	Riv. Co./D	30,500	Urban Arterial	2	1.69	F	Urban Arterial	4	0.85	D
Antelope Rd. to Menifee Rd.	Riv. Co./D	32,200	Urban Arterial	2	1.79	F	Urban Arterial	4	0.90	D
Reservoir Avenue										
Nuevo Rd. to 10th St.	Riv. Co./D	28,700	Urban Arterial	2	1.59	F	Urban Arterial	4	0.80	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	19,100	Arterial	2	1.06	F	Arterial	4	0.53	≤C
SS Boulevard										
Hansen Ave. to MM St.	Riv. Co./D	25,800	Arterial	2	1.43	F	Arterial	4	0.72	≤C
MM St. to Town Center/Park Center Blvd.	Riv. Co./D	19,500	Secondary	2	1.50	F	Secondary	4	0.75	≤C
Town Center Boulevard										
Ramona Exwy. to SS Blvd./RR St.	Riv. Co./D	22,900	Secondary	2	1.76	F	Secondary	4	0.88	D
Park Center Boulevard										
SS Blvd./RR St. to EE St.	Riv. Co./D	20,900	Secondary	2	1.61	F	Secondary	4	0.81	D
MM St. to FF St.	Riv. Co./D	16,000	Secondary	2	1.23	F	Secondary	4	0.62	≤C
FF St. to Ramona Exwy.	Riv. Co./D	26,200	Arterial	2	1.46	F	Arterial	4	0.73	≤C
FF Street										
Park Center Blvd. to GG St.	Riv. Co./D	11,900	Secondary	2	0.92	E	Secondary	4	0.46	≤C

Table 5.14-Y, Street Segment Level of Service – Base Case Phase 3 Existing plus Ambient Growth With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
MM Street										
SS Blvd. to OO St.	Riv. Co./D	15,100	Secondary	2	1.16	F	Secondary	4	0.58	≤C
OO St. to KK St.	Riv. Co./D	12,000	Secondary	2	0.92	E	Secondary	4	0.46	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

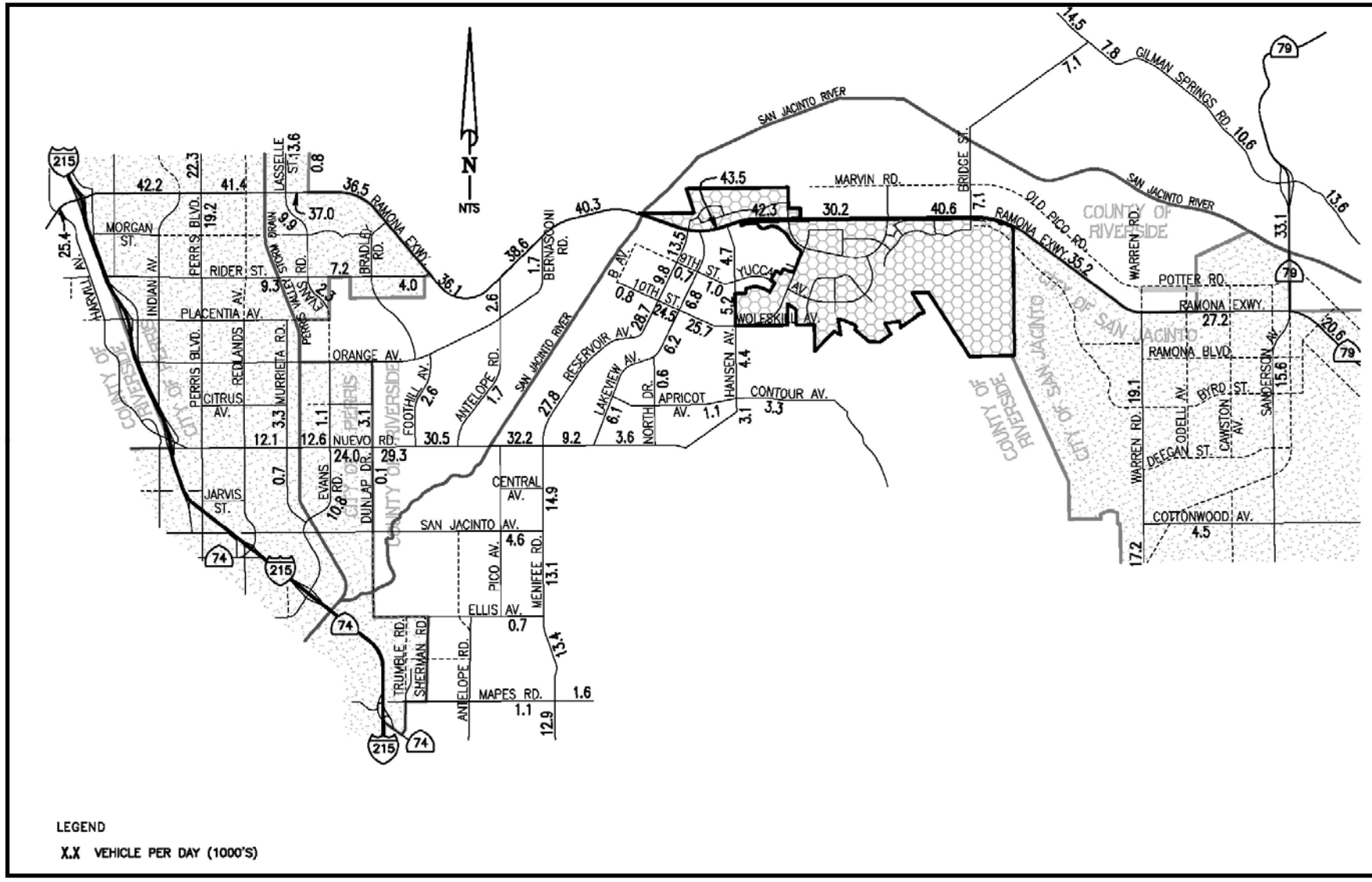


Figure 5.14-16a

Estimated Average Daily Traffic (ADT) - Base Case Phase 3
Existing Plus Ambient Growth With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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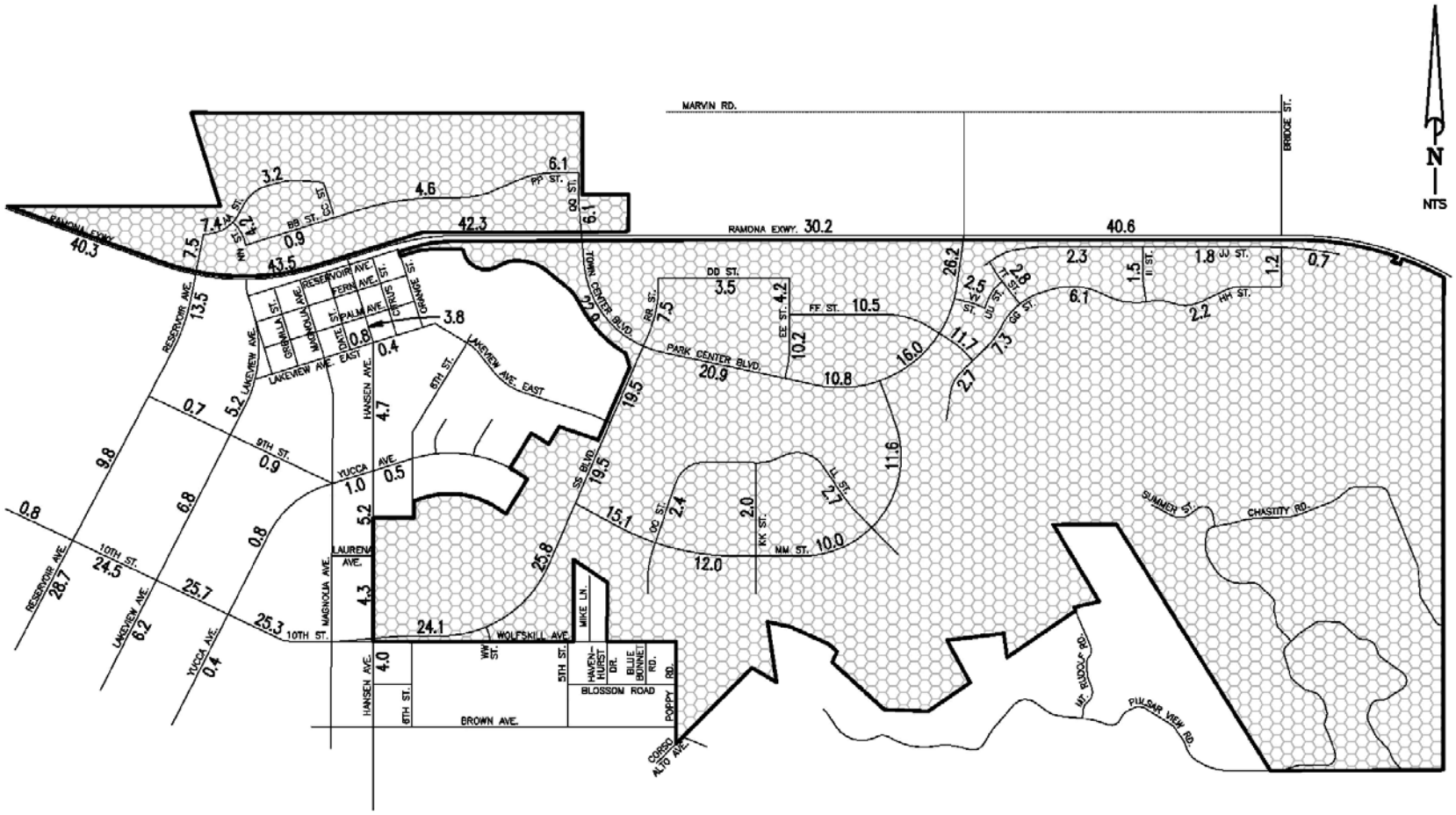


Figure 5.14-16b

Estimated Average Daily Traffic (ADT) - Base Case Phase 3
Existing Plus Ambient Growth With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Base Case – Phase 3 – Existing plus Ambient Growth Plus Cumulative Development Without Project Conditions

To address traffic impacts associated with reasonably foreseeable future development projects other than THE VILLAGES OF LAKEVIEW and to determine what future conditions would be with cumulative development but without project traffic, the following analysis includes existing area traffic, which has been increased by a 1% per year growth rate, and cumulative development traffic, without project traffic. The 30 intersections shown in **Table 5.14-Z, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth Plus Cumulative Development Without Project,** are expected to operate at an unacceptable level of service.

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development without Project conditions. The segments shown in **Table 5.14-AA, Street Segment Level of Service – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project** are expected to operate at an unacceptable level of service. Thus, without the project both intersections and roadway segments would fail due to cumulative development.

Note that **Tables 5.14-Z** and **5.14-AA** also show the same intersections and roadway segments with the improvements (With Mitigation) necessary to bring them to below the threshold of significance for the jurisdiction within which they are located. Mitigation measures are discussed and analyzed in the **Phase 3 Required Mitigation** section beginning on page 157.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-17, Estimated Average Daily Traffic (ADT) – Base Case Phase 3 Existing plus Ambient Growth Plus Cumulative Development Without Project**.

Table 5.14-Z, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	28.5	C	62.3	E
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	57.7	E	63.8	E
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	44.9	D	77.6	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	46.1	D	66.7	E
5	Lake Perris Dr. / Ramona Exwy.	Perris/D	Signal	73.4	E	OFL	F	Signal	18.7	B	33.7	C
6	Rider St. / Ramona Exwy.	Perris/E	Signal	53.8	D	OFL	F	Signal	21.8	C	46.4	D
7	Antelope Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	25.9	C	43.8	D
8	Bernasconi Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	47.5	D	22.1	C
9	Reservoir Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	31.4	C	50.0	D
11	Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	15.2	B	16.2	B
12	Town Center. Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	52.1	D	51.2	D
15	Park Center Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	26.7	C	53.2	D
16	Bridge St. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	23.7	C	33.4	C
17	Warren Rd. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	31.8	C	33.1	C
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	36.5	D	52.0	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	16.0	B	30.3	C
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	21.3	C	34.3	C
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	35.0	C	46.1	D
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	42.6	D	49.7	D

Table 5.14-Z, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
25	Reservoir Ave. / 9th St.	Riv. Co./D	TWSC	25.5	D	67.7	F	TWSC	19.3	C	31.7	D
28	Evans Rd. / Rider St.	Perris/D	Signal	OFL	F	OFL	F	Signal	47.5	D	48.0	D
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	36.1	D	48.6	D
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	112.4	F	OFL	F	Signal	28.4	C	46.7	D
40	Hansen Ave. / 10th St.-Wolfskill Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	39.6	D	54.6	D
41	North Dr. / Lakeview Ave.	Riv. Co./D	TWSC	24.4	C	47.4	E	TWSC	16.4	C	31.4	D
42	Hansen Ave. / Contour Ave.	Riv. Co./D	AWSC	33.4	D	OFL	F	AWSC	14.1	B	27.8	D
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	32.7	C	42.5	D
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	26.2	C	34.0	C
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	28.8	C	45.8	D
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.3	C	47.1	D
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	25.8	C	32.9	C
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	36.8	D	42.6	D
50	Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	45.6	D	54.2	D
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	26.7	C	49.3	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.4	C	38.3	D
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	15.5	B	31.7	C

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-AA, Street Segment Level of Service – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	55,300	Expressway	4	1.35	F	Expressway	8	0.68	B
Perris Blvd. to Evans Rd.	Perris/D	52,300	Expressway	4	1.28	F	Expressway	6	0.85	D
Evans Rd. to Lake Perris Dr.	Perris/D	46,400	Expressway	4	1.13	F	Expressway	6	0.76	C
Lake Perris Dr. to Rider St.	Perris/D	45,900	Expressway	4	1.12	F	Expressway	6	0.75	C
Rider St. to Antelope Rd.	Riv. Co./D	51,900	Expressway	2	2.62	F	Expressway	6	0.85	D
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	48,700	Expressway	2	2.46	F	Expressway	6	0.79	≤C
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	52,100	Expressway	2	2.63	F	Expressway	6	0.85	D
Reservoir Ave. to Hansen Ave.	Riv. Co./D	44,200	Expressway	2	2.23	F	Expressway	6	0.72	≤C
Hansen Ave. to Town Center Blvd.	Riv. Co./D	44,200	Expressway	2	2.23	F	Expressway	6	0.72	≤C
Town Center Bl. to Park Center Bl.	Riv. Co./D	47,600	Expressway	2	2.40	F	Expressway	6	0.78	≤C
Park Center Blvd. to Bridge St.	Riv. Co./D	42,900	Expressway	2	2.17	F	Expressway	6	0.70	≤C
Bridge St. to Warren Rd.	Riv. Co./D	41,700	Expressway	2	2.11	F	Expressway	6	0.68	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	43,100	Expressway	2	2.18	F	Expressway	6	0.70	≤C
Gilman Springs Road										
Bridge St. to SR-79	Riv. Co./D	22,700	Arterial	2	1.26	F	Arterial	4	0.63	≤C
Rider Street										
Evans Rd. to Ramona Exwy.	Perris/D	32,400	Arterial	4	0.90	E	Arterial	6	0.60	B
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	34,200	Arterial	2	1.90	F	Arterial	6	0.63	B
Evans Rd. to Dunlap Rd.	Perris/D	41,900	Arterial	2	2.33	F	Arterial	6	0.78	C
Dunlap Rd. to Foothill Ave.	Riv. Co./D	55,400	Urban Arterial	2	3.08	F	Urban Arterial	8	0.77	≤C
Foothill Ave. to Antelope Rd.	Riv. Co./D	50,500	Urban Arterial	2	2.81	F	Urban Arterial	8	0.70	≤C
Antelope Rd. to Menifee Rd.	Riv. Co./D	62,100	Urban Arterial	2	3.45	F	Urban Arterial	8	0.86	D
Menifee Rd. to Lakeview Ave.	Riv. Co./D	23,800	Urban Arterial	2	1.32	F	Urban Arterial	4	0.66	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	35,200	Urban Arterial	2	1.96	F	Urban Arterial	6	0.65	≤C
Ellis Ave. to San Jacinto Ave.	Riv. Co./D	32,400	Urban Arterial	2	1.80	F	Urban Arterial	6	0.60	≤C
San Jacinto Ave. to Nuevo Rd.	Riv. Co./D	39,400	Urban Arterial	2	2.19	F	Urban Arterial	6	0.73	≤C
Reservoir Avenue										
Nuevo Rd. to 10th St.	Riv. Co./D	25,700	Urban Arterial	2	1.43	F	Urban Arterial	4	0.72	≤C
9th St. to Ramona Exwy.	Riv. Co./D	23,600	Urban Arterial	2	1.31	F	Urban Arterial	4	0.66	≤C
Lakeview Avenue										
Nuevo Rd. to North Dr.	Riv. Co./D	16,500	Collector	2	1.27	F	Secondary	4	0.64	≤C
North Dr. to 10th St.	Riv. Co./D	16,500	Collector	2	1.27	F	Secondary	4	0.64	≤C
Bridge Street										
Ramona Exwy. to Gilman Springs Rd.	Riv. Co./D	15,500	Major	2	0.91	E	Major	4	0.45	≤C
Warren Road										

Table 5.14-AA, Street Segment Level of Service – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	25,700	Arterial	2	1.43	F	Arterial	4	0.72	≤C
Sanderson Avenue										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	80,700	Expressway	4	1.97	F	**Expressway**	**8**	**0.99**	**E**

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

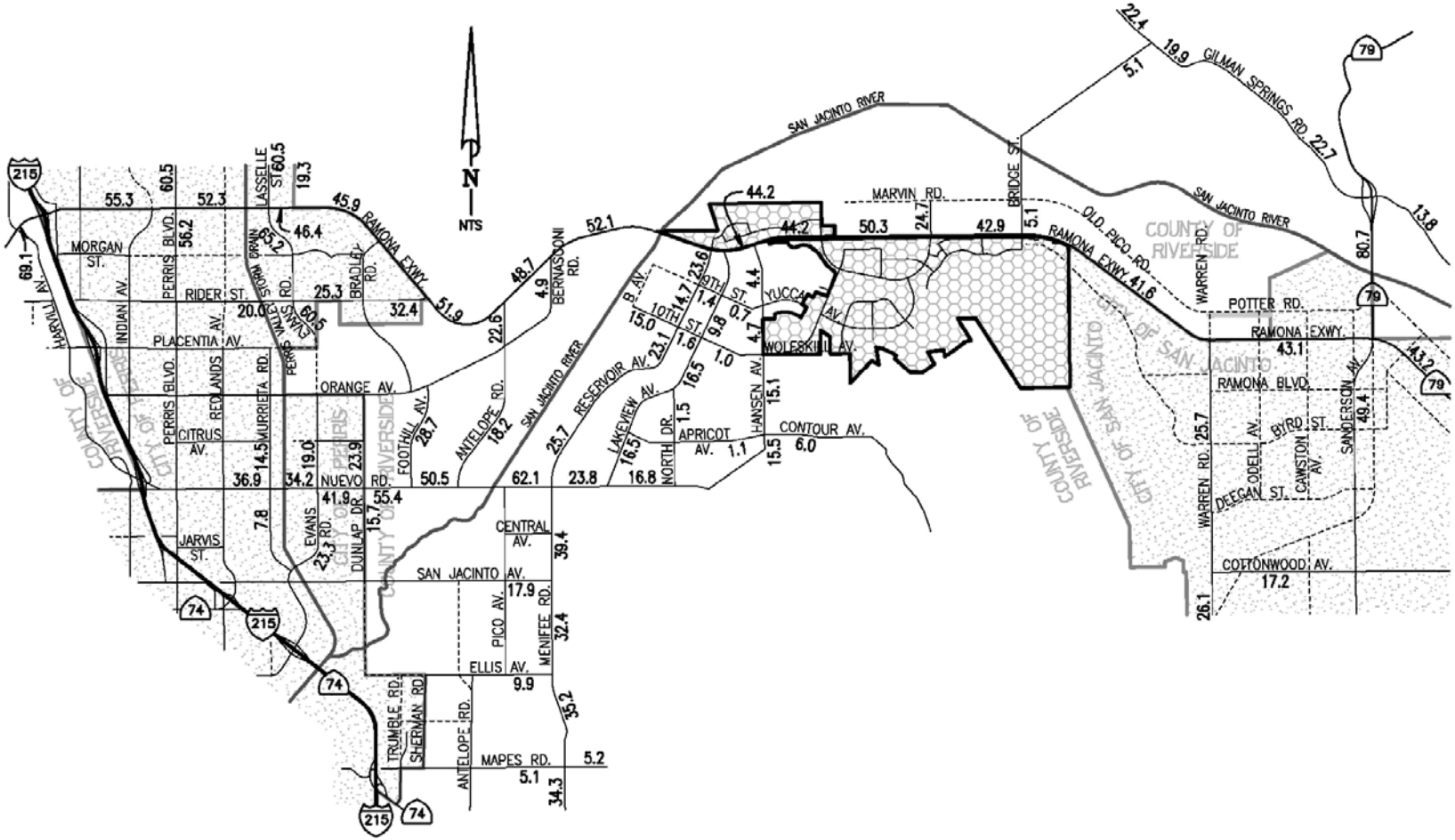


Figure 5.14-17

Estimated Average Daily Traffic (ADT) - Base Case Phase 3
Existing Plus Ambient Growth Plus Cumulative Development Without Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Base Case – Phase 3 – Existing plus Ambient Growth Plus Cumulative Development With Project Conditions

To evaluate the project's impacts when considered with other reasonably foreseeable projects in the study area, this analysis includes existing area traffic, which has been increased by a 1% per year growth rate, cumulative development traffic and Phases 1, 2 and 3 project traffic. The 52 intersections shown in **Table 5.14-AB, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project,** are expected to operate at an unacceptable level of service. Thus, the addition of Phase 1, 2 and 3 project traffic contributed to the failure of 22 additional intersections. Therefore, both without and with the project, cumulative impacts to area intersections are **significant without mitigation.**

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development with Project conditions. The segments shown in **Table 5.14-AC, Street Segment Level of Service – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development with Project** are expected to operate at an unacceptable level of service. Therefore, both without and with the project, cumulative impacts to area roadway segments is **significant without mitigation.**

Note that **Tables 5.14-AB** and **5.14-AC** also show the same intersections and roadway segments with the improvements (With Mitigation) necessary to bring them to below the threshold of significance for the jurisdiction within which they are located. Mitigation measures are discussed and analyzed in the **Phase 3 Required Mitigation** section beginning on page 157.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-18a, Estimated Average Daily Traffic (ADT) – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development with Project** and **Figure 5.14-18b, Estimated Average Daily Traffic (ADT) – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development with Project**. This represents substantial increases in traffic from the existing condition and is **significant without mitigation.**

Table 5.14-AB, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	25.9	C	**91.5**	**F**
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	61.1	E	67.4	E
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	43.3	D	79.9	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	51.3	D	77.2	E
5	Lake Perris Dr. / Ramona Exwy.	Perris/D	Signal	164.0	F	OFL	F	Signal	23.7	C	52.9	D
6	Rider St. / Ramona Expressway	Perris/E	Signal	141.0	F	OFL	F	Signal	25.7	C	64.9	E
7	Antelope Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	41.7	D	28.2	C
8	Bernasconi Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	46.6	D	20.6	C
9	Reservoir Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	34.6	C	44.9	D
11	Hansen Ave. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	17.6	B	21.8	C
12	Town Center. Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	38.5	D	41.2	D
15	Park Center Blvd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	32.7	C	53.1	D
16	Bridge St. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	22.4	C	25.3	C
17	Warren Rd. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	24.7	C	34.2	C
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	35.7	D	49.2	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	35.2	D	35.2	D
21	SR-79 SB Ramps/ Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	21.3	C	34.3	C
22	SR-79 NB Ramps/ Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	35.0	C	46.1	D
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	28.3	C	42.3	D

Table 5.14-AB, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project

			Without Mitigation					With Mitigation				
				AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour	
	Intersection	Jurisdiction/ Allowable LOS	Traffic Control Status[1]	Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS	Traffic Control Status[1]	Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
25	Reservoir Ave. / 9th St.	Riv. Co./D	TWSC	99.9	F	OFL	F	Signal	7.2	A	7.2	A
28	Evans Rd. / Rider St.	Perris/D	Signal	OFL	F	OFL	F	Signal	41.7	D	48.0	D
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	40.4	D	44.0	D
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	30.8	C	50.0	D
39	Yucca Ave. / 10th St.	Riv. Co./D	TWSC	147.1	F	OFL	F	Signal	11.4	B	12.4	B
40	Hansen Ave. / 10th St.-Wolfskill Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.5	C	47.0	D
41	North Dr. / Lakeview Ave.	Riv. Co./D	TWSC	24.4	C	47.4	E	TWSC	16.4	C	31.4	D
42	Hansen Ave. / Contour Ave.	Riv. Co./D	AWSC	45.4	E	OFL	F	AWSC	15.1	C	32.0	D
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	35.2	D	48.1	D
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	33.3	C	54.6	D
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	25.1	C	44.5	D
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	26.3	C	52.1	D
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.9	C	39.5	D
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	39.8	D	53.9	D
50	Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	45.6	D	54.2	D
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	31.2	C	53.5	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	31.8	C	46.2	D
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	17.6	B	46.9	D
58	QQ St. / PP St.	Riv. Co./D	TWSC	15.2	C	116.2	F	Signal	26.0	C	36.7	D
61	WW St. / SS Blvd.	Riv. Co./D	TWSC	61.9	F	161.4	F	TWSC	14.9	B	31.4	D
62	Project Access / SS Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	43.7	D	44.6	D
63	SS Blvd. / MM	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	52.6	D	52.9	D

Table 5.14-AB, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
	St.											
65	Town Center Blvd. / Retail Access	Riv. Co./D	TWSC	37.7	E	137.6	F	Signal	19.0	B	28.1	C
66	SS Blvd.-RR St. / Town Center-Park Center Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	36.0	D	42.2	D
67	EE St. / Park Center Blvd.	Riv. Co./D	TWSC	193.8	F	OFL	F	Signal	27.1	C	47.6	D
68	MM St. / Park Center Blvd.	Riv. Co./D	TWSC	187.6	F	OFL	F	Signal	25.8	C	55.0	D
69	Park Center Blvd. / FF St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	33.3	C	40.0	D
70	Park Center Blvd. / VV St.	Riv. Co./D	TWSC	85.2	F	21.6	C	TWSC	20.9	C	13.6	B
73	EE St. / FF St.	Riv. Co./D	TWSC	32.9	D	OFL	F	AWSC	10.5	B	29.5	D
74	OO St. / MM St.	Riv. Co./D	TWSC	79.6	F	120.5	F	TWSC	19.7	C	29.5	D
75	KK St. / MM St.	Riv. Co./D	TWSC	30.7	D	47.0	E	TWSC	16.9	C	21.0	C
76	LL St. / MM St.	Riv. Co./D	TWSC	157.7	F	OFL	F	Signal	16.4	B	27.0	C
77	FF St. / GG St.	Riv. Co./D	TWSC	12.4	B	52.2	F	TWSC	12.6	B	25.5	D

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-AC, Street Segment Level of Service – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development with Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	68,900	Expressway	4	1.68	F	Expressway	8	0.84	D
Perris Blvd. to Evans Rd.	Perris/D	69,300	Expressway	4	1.69	F	Expressway	8	0.85	D
Evans Rd. to Lake Perris Dr.	Perris/D	65,900	Expressway	4	1.61	F	Expressway	8	0.81	D
Lake Perris Dr. to Rider St.	Perris/D	65,400	Expressway	4	1.60	F	Expressway	8	0.80	C
Rider St. to Antelope Rd.	Riv. Co./D	73,100	Expressway	2	3.69	F	Expressway	8	0.89	D
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	72,400	Expressway	2	3.66	F	Expressway	8	0.89	D
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	77,600	Expressway	2	3.92	F	**Expressway**	**8**	**0.95**	**E**
Reservoir Ave. to Hansen Ave.	Riv. Co./D	72,600	Expressway	2	3.67	F	Expressway	8	0.89	D
Hansen Ave. to Town Center Blvd.	Riv. Co./D	72,900	Expressway	2	3.68	F	Expressway	8	0.89	D
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	64,100	Expressway	2	3.24	F	Expressway	8	0.78	≤C
Park Center Blvd. to Bridge St.	Riv. Co./D	69,700	Expressway	2	3.52	F	Expressway	8	0.85	D
Bridge St. to Warren Rd.	Riv. Co./D	62,100	Expressway	2	3.14	F	Expressway	8	0.76	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	51,600	Expressway	2	3.61	F	Expressway	6	0.84	D
Gilman Springs Road										
Bridge St. to SR-79	Riv. Co./D	22,700	Arterial	2	1.26	F	Arterial	4	0.63	≤C
Rider Street										
Evans Rd. to Ramona Exwy.	Perris/D	34,100	Arterial	4	0.95	E	Arterial	6	0.63	B
10th Street										
West of Reservoir Ave.	Riv. Co./D	15,800	Major	2	0.92	E	Major	4	0.46	≤C
Reservoir Ave. to Lakeview Ave.	Riv. Co./D	24,600	Major	2	1.44	F	Major	4	0.72	≤C
Lakeview Ave. to Yucca Ave.	Riv. Co./D	24,200	Major	2	1.42	F	Major	4	0.71	≤C
Yucca Ave. to Hansen Ave.	Riv. Co./D	24,200	Major	2	1.42	F	Major	4	0.71	≤C
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	38,800	Arterial	2	2.16	F	Arterial	6	0.72	C
Evans Rd. to Dunlap Rd.	Perris/D	58,200	Arterial	2	3.23	F	**Arterial**	**6**	**1.08**	**F**
Dunlap Rd. to Foothill Ave.	Riv. Co./D	72,500	Urban Arterial	2	4.03	F	**Urban Arterial**	**8**	**1.01**	**F**
Foothill Ave. to Antelope Rd.	Riv. Co./D	69,300	Urban Arterial	2	3.85	F	**Urban Arterial**	**8**	**0.97**	**E**
Antelope Rd. to Menifee Rd.	Riv. Co./D	82,600	Urban Arterial	2	4.59	F	**Urban Arterial**	**8**	**1.15**	**F**
Menifee Rd. to Lakeview Ave.	Riv. Co./D	23,800	Urban Arterial	2	1.32	F	Urban Arterial	4	0.66	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	41,600	Urban Arterial	2	2.31	F	Urban Arterial	6	0.77	≤C
Ellis Ave. to San Jacinto Ave.	Riv. Co./D	38,800	Urban Arterial	2	2.16	F	Urban Arterial	6	0.72	≤C
San Jacinto Ave. to Nuevo Rd.	Riv. Co./D	46,700	Urban Arterial	2	2.59	F	Urban Arterial	6	0.87	D
Reservoir Avenue										
Nuevo Rd. to 10th St.	Riv. Co./D	53,500	Urban Arterial	2	2.97	F	Urban Arterial	8	0.75	≤C
10th St. to 9th St.	Riv. Co./D	23,700	Urban Arterial	2	1.32	F	Urban Arterial	4	0.66	≤C
9th St. to Ramona Exwy.	Riv. Co./D	33,300	Urban Arterial	2	1.85	F	Urban Arterial	6	0.62	≤C
Lakeview Avenue										
Nuevo Rd. to North Dr.	Riv. Co./D	16,500	Collector	2	1.27	F	Secondary	4	0.64	≤C

Table 5.14-AC, Street Segment Level of Service – Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development with Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
North Dr. to 10th St.	Riv. Co./D	16,500	Collector	2	1.27	F	Secondary	4	0.64	≤C
Hansen Avenue										
Contour Ave. to 10th St.	Riv. Co./D	16,000	Major	2	0.94	E	Major	4	0.47	≤C
Bridge Street										
Ramona Exwy. to Gilman Springs Rd.	Riv. Co./D	21,900	Major	2	1.28	F	Major	4	0.64	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	35,100	Arterial	2	1.95	F	Urban Arterial	6	0.65	≤C
Sanderson Avenue										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	85,400	Expressway	4	2.09	F	**Expressway**	**8**	**1.05**	**F**
QQ Street										
Ramona Exwy. to PP St.	Riv. Co./D	14,700	Secondary	2	1.13	F	Secondary	4	0.57	≤C
SS Boulevard										
Hansen Ave. to MM St.	Riv. Co./D	25,800	Arterial	2	1.43	F	Arterial	4	0.72	≤C
MM St. to Town Center-Park Center Bl.	Riv. Co./D	19,500	Secondary	2	1.50	F	Secondary	4	0.75	≤C
Town Center Boulevard										
Ramona Exwy. to SS Blvd.-RR St.	Riv. Co./D	22,600	Secondary	2	1.74	F	Secondary	4	0.87	D
Park Center Boulevard										
SS Blvd.-RR St. to EE St.	Riv. Co./D	20,900	Secondary	2	1.61	F	Secondary	4	0.81	D
MM St. to FF St.	Riv. Co./D	16,000	Secondary	2	1.23	F	Secondary	4	0.62	≤C
FF St. to Ramona Exwy.	Riv. Co./D	25,900	Arterial	2	1.44	F	Arterial	4	0.72	≤C
FF Street										
Park Center Blvd. to GG Street	Riv. Co./D	11,900	Secondary	2	0.92	E	Secondary	4	0.46	≤C
MM Street										
SS Blvd. to OO St.	Riv. Co./D	15,100	Secondary	2	1.16	F	Secondary	4	0.58	≤C
OO St. to KK St.	Riv. Co./D	12,000	Secondary	2	0.92	E	Secondary	4	0.46	≤C
Park Center Boulevard										
SS Blvd.-RR St. to EE St.	Riv. Co./D	20,900	Secondary	2	1.61	F	Secondary	4	0.81	D
MM St. to FF St.	Riv. Co./D	16,000	Secondary	2	1.23	F	Secondary	4	0.62	≤C
FF St. to Ramona Exwy.	Riv. Co./D	25,900	Arterial	2	1.44	F	Arterial	4	0.72	≤C
FF Street										
Park Center Blvd. to GG Street	Riv. Co./D	11,900	Secondary	2	0.92	E	Secondary	4	0.46	≤C
MM Street										
SS Blvd. to OO St.	Riv. Co./D	15,100	Secondary	2	1.16	F	Secondary	4	0.58	≤C
OO St. to KK St.	Riv. Co./D	12,000	Secondary	2	0.92	E	Secondary	4	0.46	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

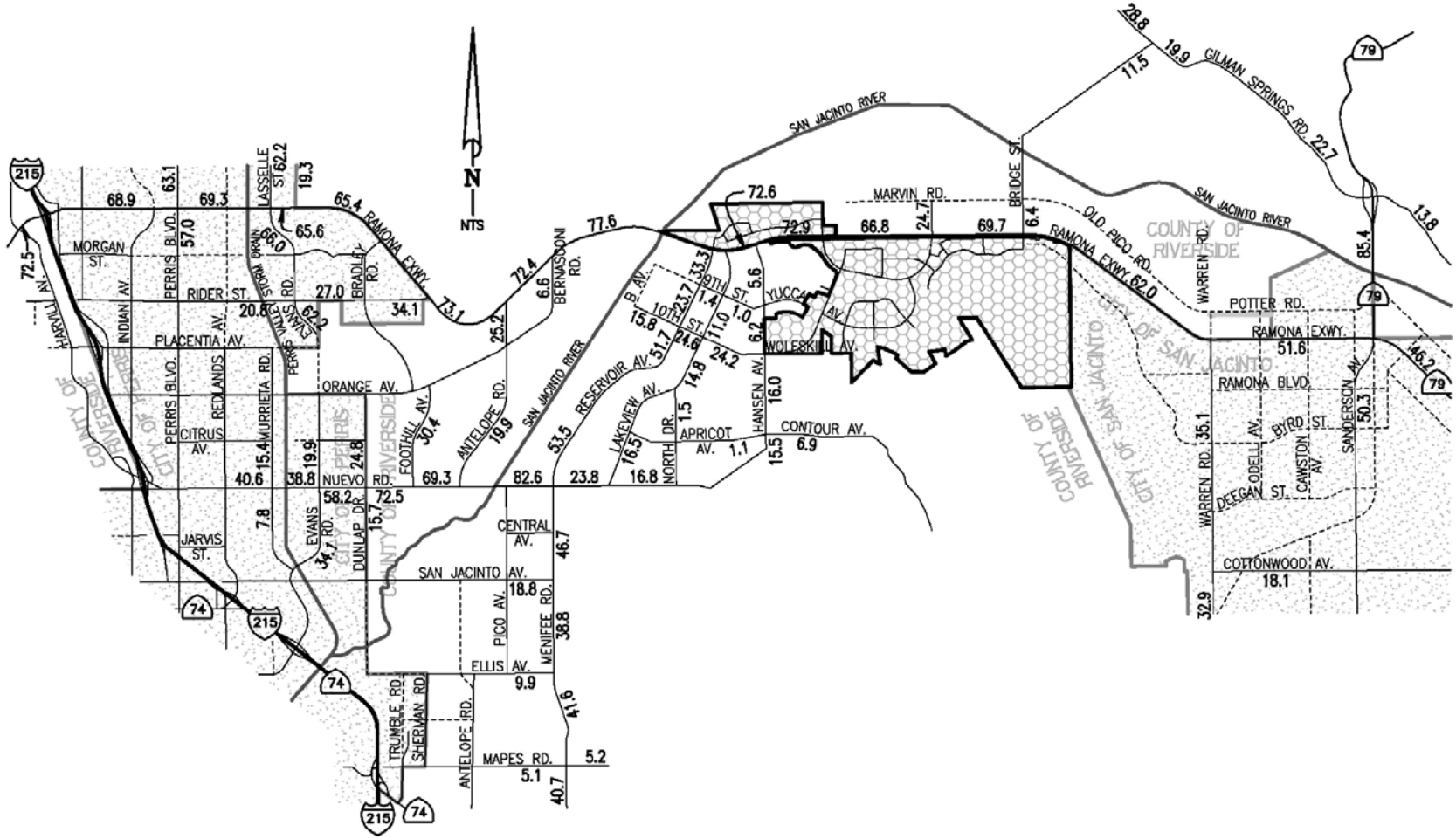


Figure 5.14-18a

Estimated Average Daily Traffic (ADT) - Base Case Phase 3
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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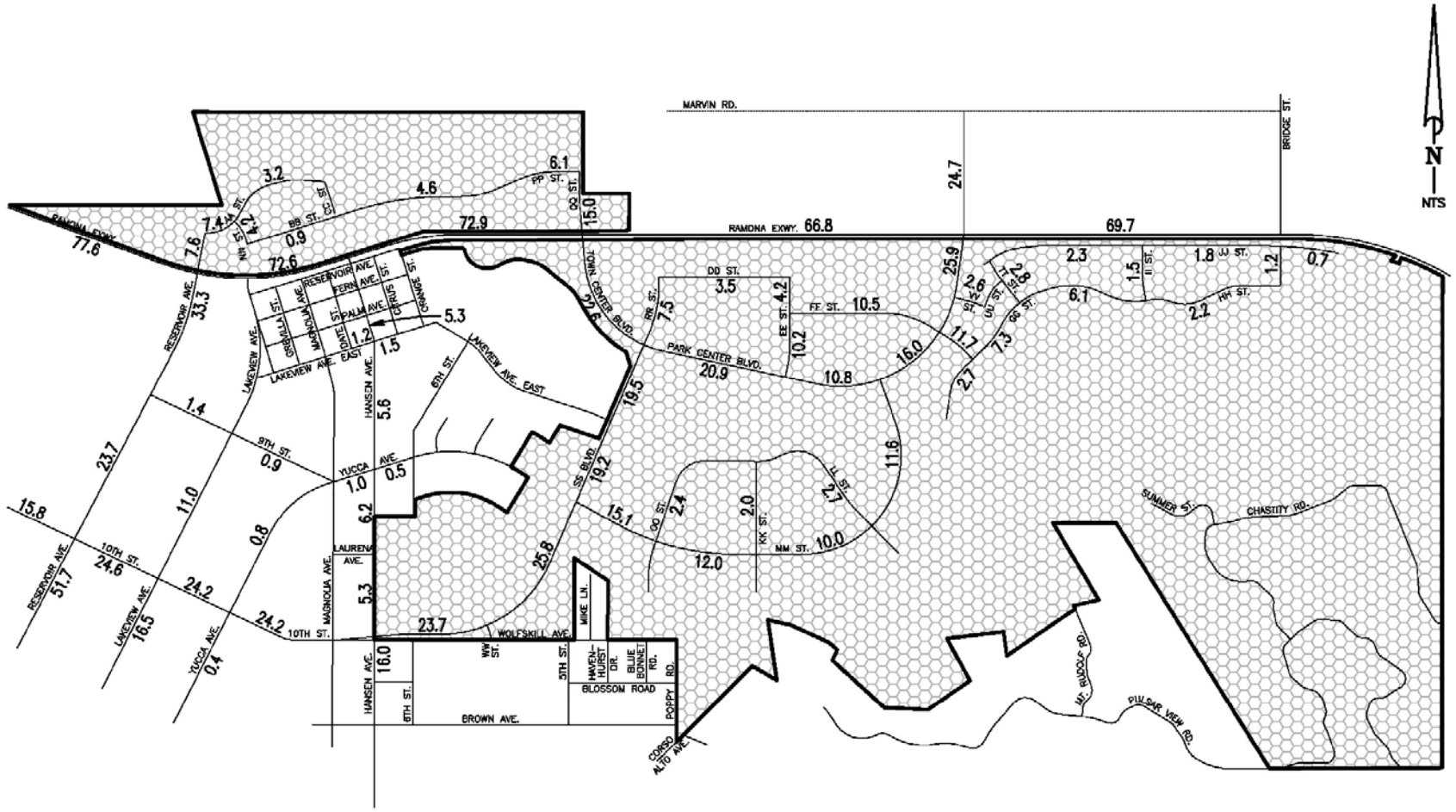


Figure 5.14-18b

Estimated Average Daily Traffic (ADT) - Base Case Phase 3
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Phase 3 Impacts Without Mitigation

Without Project:
Table 5.14-W Intersection LOS-Base Case Phase 3 Existing plus Ambient Growth shows seven intersections will operate at LOS F without Phase 3 project traffic, as listed below.

4. Evans Rd. / Ramona Exwy.
9. Reservoir Ave. / Ramona Exwy.
11. Hansen Ave. / Ramona Exwy.
18. Sanderson Ave. / Ramona Exwy.
21. SR-79 SB Ramps / Gilman Springs Rd.
22. SR-79 NB Ramps / Gilman Springs Rd.
38. Lakeview Ave. / 10th St.

All roadway segments operate at an acceptable LOS without the project.

With Project:
The project impacts 37 additional intersections, as shown when Table 5.14-X is compared to Table 5.14-W, and as listed below.

1 I-215 SB Ramps / Ramona Exwy.
2 I-215 NB Ramps / Ramona Exwy.
3 Perris Blvd. / Ramona Exwy.
7 Antelope Rd. / Ramona Exwy.
8 Bernasconi Rd. / Ramona Exwy.
12 Town Center Blvd. / Ramona Exwy.
15 Park Center Blvd. / Ramona Exwy.
16 Bridge St. / Ramona Exwy.
17 Warren Rd. / Ramona Exwy.
19 Bridge St. / Gilman Springs Rd.
23 Warren Rd. / Cottonwood Ave.
25 Reservoir Ave. / 9th St.
37 Reservoir Ave. / 10th St.
39 Yucca Ave. / 10th St.
40 Hansen Ave. / 10th St.-Wolfskill Ave.
43 Murrieta Rd. / Nuevo Rd.
44 Evans Rd. / Nuevo Rd.
45 Dunlap Dr. / Nuevo Rd.
46 Foothill Ave. / Nuevo Rd.
47 Antelope Rd. / Nuevo Rd.
48 Menifee Rd. / Nuevo Rd.
51 Menifee Rd. / San Jacinto Rd.
53 Menifee Rd. / Mapes Rd.

61 WW St. / SS Blvd.
62 Project Access / SS Blvd.
63 SS Blvd. / MM St.
65 Town Center Blvd. / Retail Access
66 SS Blvd. – RR St. / Town Center Blvd.-Park Center Blvd.
67 EE St. / Park Center Blvd.
68 MM St. / Park Center Blvd.
69 Park Center Blvd. / FF St.
70 Park Center Blvd. / VV St.
73 EE St. / FF St.
74 OO St. / MM St.
75 KK St. / MM St.
76 LL St. / MM St.
77 FF St. / GG St.

The project impacts 30 roadway segments in the Base Case Phase 3 scenario, as shown in Table 5.14-Y, and as listed below.

Ramona Expressway
I-215 to Perris Blvd.
Perris Blvd. to Evans Rd.
Evans Rd. to Lake Perris Dr.
Rider St. to Antelope Rd.
Antelope Rd. to Bernasconi Rd.
Bernasconi Rd. to Reservoir Ave.
Reservoir Ave. to Hansen Ave.
Hansen Ave. to Town Center Blvd.
Town Center Blvd. to Park Center Blvd.
Park Center Blvd. to Bridge St.
Bridge St. to Warren Rd.
Warren Rd. to Sanderson Ave.

10th Street
Reservoir Ave. to Lakeview Ave.
Lakeview Ave. to Yucca Ave.
Yucca Ave. to Hansen Ave.

Nuevo Road
Evans Rd. to Dunlap Rd.
Dunlap Rd. to Foothill Ave.
Foothill Ave. to Antelope Rd.
Antelope Rd. to Menifee Rd.

Reservoir Avenue
Nuevo Rd. to 10th St.
Warren Road
Cottonwood Ave. to Ramona Exwy.
SS Boulevard
Hansen Ave. to MM St.
MM St. to Town Center/Park Center Blvd.
Town Center Boulevard
Ramona Exwy. to SS Blvd./RR St.
Park Center Boulevard
SS Blvd./RR St. to EE St.
MM St. to FF St.
FF St. to Ramona Exwy.
FF Street
Park Center Blvd. to GG St.
MM Street
SS Blvd. to OO St.
OO St. to KK St.

Phase 3 Required Mitigation

In addition to Phase 1 mitigation measures **MM Trans 1 – 34**, Phase 2 mitigation measure **MM Trans 39** through **72**, and the payment of required fees for off-site improvements, **MM Trans 35** through **38**, the following improvements shall be made in conjunction with Phase 3 development.

Roadways

Construction of the following roadways shall comply with Riverside County Standards as approved in SP 342.

MM Trans 73: Prior to the issuance of the 6,671st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Reservoir Avenue from two lanes to four lanes between Nuevo Road and 10th Street, OR funding for this improvement shall be assured, otherwise.

MM Trans 74: Prior to the issuance of occupancy permits for the 8,681st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Reservoir Avenue to Hansen Avenue from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR

- The County shall have awarded a construction contract, with full funding in place, for this improvement.
- In the event that the cost of these improvements exceeds the project's TUMF and RBBD contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding

programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBD area to fully fund these improvements.

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

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

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

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

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

development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBD and TUMF fees that the current phase of development would generate.

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

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

Signals

To the extent that others have not installed the signals prior to the time they are needed for SP 0342, the proponent of SP 342 and all subsequent implementing projects within the Specific Plan shall be responsible for design, construction, and installation of traffic signals at the following off-site intersections or as approved by the Transportation Department.

The timing of the off-site signal needs in each phase will be determined based on detailed village-level traffic studies.

The need for signals at on-site intersections will be determined based on detailed village-level traffic studies.

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

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

MM Trans79: The following signals shall be installed prior to the issuance of the 9,081st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

- Foothill Avenue (NS) at Nuevo Road (EW)
- Antelope Road (NS) at Nuevo Road (EW)
- On-site signals as needed to support development

Intersections

If, prior to the recordation of the first tract in Phase 3A or 3B, or the issuance of a building permit for any non-residential uses in Phase 3A or 3B, the County-led improvements along the Ramona Expressway corridor have been constructed and open to traffic, the conditions preceded by ** may be waved at the discretion of the County.

The following intersection improvements shall be provided prior to the issuance of the 6,801st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:

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

Northbound: One shared left turn and through lane. One right turn lane.
Southbound: Not applicable.
Eastbound: One left turn lane. Two through lanes.
Westbound: Two through lanes. One free flow right turn lane.

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

Northbound: One shared left turn and through lane. One right turn lane.
Southbound: Not applicable.
Eastbound: Two through lanes. One right turn lane.
Westbound: One left turn lane. Two through lanes.

MM Trans 82: **Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometrics:

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

MM Trans 83: **Improve the intersection of QQ Street/Town Center Boulevard and Ramona Expressway to include the following geometrics:

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

MM Trans 84: **Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics:
Northbound: One left turn lane. One free flow right turn lane.
Southbound: Not applicable.
Eastbound: Two through lanes. One right turn lane.
Westbound: Two left turn lanes. Two through lanes.

MM Trans 85: **Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics:
Northbound: Not applicable.
Southbound: One left turn lane. One right turn lane.
Eastbound: One left turn lane. Two through lanes.
Westbound: Two through lanes. One right turn lane.

MM Trans 86: **Improve the intersection of Warren Road and Ramona Expressway to include the following geometrics:
Northbound: Two left turn lanes. One shared through and right turn lane.
Southbound: One shared left turn, through and right turn lane.
Eastbound: One left turn lane. Two through lanes. One right turn lane.
Westbound: One left turn lane. Two through lanes. One right turn lane.

MM Trans 87: Improve the intersection of Reservoir Avenue and 9th Street to include the following geometrics:
Northbound: One through lane. One shared through and right turn lane.
Southbound: One left turn lane. Two through lanes.
Eastbound: Not applicable.
Westbound: One shared left turn and right turn lane.

MM Trans 88: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics:
Northbound: One through lane. Two through lanes. One free flow right turn lane.
Southbound: Two left turn lanes. One through lane. One shared through and right turn lane.
Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
Westbound: Two left turn lanes. Two through lanes. One right turn lane.

MM Trans 89: Improve the intersection of Lakeview Avenue and 10th Street to include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
Westbound: One left turn lane. One through lane. One shared through and right turn lane.

MM Trans 90: Improve the intersection of Antelope Road and Nuevo Road to include the following geometrics:
Northbound: Not applicable.
Southbound: One shared left turn and right turn lane.
Eastbound: One left turn lane. Two through lanes.
Westbound: One through lane. One shared through and right turn lane.

MM Trans 91: Improve the intersection of Reservoir Road/Menifee Road and Nuevo Road to include the following geometrics:
Northbound: One left turn lane. Two through lanes. One right turn lane.
Southbound: One left turn lane. Two through lanes. One free flow right turn lane.
Eastbound: Two left turn lanes. One shared through and right turn lane.
Westbound: One left turn lane. One shared through and right turn lane.

MM Trans 92: Improve the intersection of Menifee Road and San Jacinto Road to include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One through lane. One right turn lane.
Eastbound: One left turn lane. One shared through and right turn lane.
Westbound: One left turn lane. One shared through and right turn lane.

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

MM Trans 93: **Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics:
Northbound: One left turn lane. One right turn lane.
Southbound: Not applicable.
Eastbound: Two through lanes. One shared through and right turn lane.
Westbound: One left turn lane. Three through lanes.

MM Trans 94: **Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometrics:
Northbound: One left turn lane. One through lane. One free flow right turn lane.
Southbound: One left turn lane. One through lane. One right turn lane.
Eastbound: Two left turn lanes. Three through lanes. One right turn lane.
Westbound: Two left turn lanes. Three through lanes. One right turn lane.

MM Trans 95: **Improve the intersection of QQ Street/Town Center Boulevard and Ramona Expressway to include the following geometrics:
Northbound: Two left turn lanes. One through lane. One right turn lane.
Southbound: One left turn lane. One through lane. One right turn lane.
Eastbound: Two left turn lanes. Three through lanes. One free flow right turn lane.
Westbound: Two left turn lanes. Three through lanes. One right turn lane.

MM Trans 96: **Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics:
Northbound: One left turn lane. One free flow right turn lane.
Southbound: Not applicable.
Eastbound: Three through lanes. One right turn lane.
Westbound: Two left turn lanes. Three through lanes.

MM Trans 97: **Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics:
Northbound: Not applicable.

Southbound: One left turn lane. One right turn lane.
Eastbound: One left turn lane. Three through lanes.
Westbound: Three through lanes. One right turn lane.

MM Trans 98: **Improve the intersection of Bernasconi Road and Ramona Expressway to include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane.
Westbound: One left turn lane. Two through lanes. One shared through and right turn lane.

MM Trans 99: Improve the intersection of Hansen Avenue and 10th Street/SS Boulevard to include the following geometrics:
Northbound: One left turn lane. One through lane. One right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. Two through lanes. One right turn lane.
Westbound: One left turn lane. One through lane. One shared through and right turn lane.

MM Trans 100: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics:
Northbound: Two left turn lanes. Two through lanes. One free flow right turn lane.
Southbound: Two left turn lanes. Two through lanes. One right turn lane.
Eastbound: Two left turn lanes. One through lane. One right turn lane.
Westbound: Two left turn lanes. Two through lanes. One right turn lane.

Roadways internal to the project shall be constructed as needed for development; as determined on the basis of village-level traffic studies and as described below.

MM Trans 101: Construct the signalized intersection of SS Boulevard and MM Street to include the following geometrics:
Northbound: One left turn lane. One through lane. One right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. One shared through and right turn lane.
Westbound: One left turn lane. One through lane. One right turn lane.

MM Trans 102: Construct the signalized intersection of Town Center Boulevard and Retail Access to include the following geometrics:
Northbound: One shared through and right turn lane.
Southbound: One left turn lane. One through lane.
Eastbound: Not applicable.
Westbound: One left turn lane. One right turn lane.

MM Trans 103: Construct the signalized intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics:
Northbound: One left turn lane. One through lane. One right turn lane.
Southbound: One left turn lane. One through lane. One right turn lane.
Eastbound: One left turn lane. Two through lanes. One right turn lane.
Westbound: One left turn lane. One through lane. One shared through and right turn lane.

MM Trans 104: Construct the signalized intersection of Park Center Boulevard and FF Street to include the following geometrics:
Northbound: One left turn lane. Two through lanes. One right turn lane.
Southbound: One left turn lane. Two through lanes. One right turn lane.
Eastbound: One left turn lane. One shared through and right turn lane.
Westbound: One left turn lane. One through lane. One right turn lane.

MM Trans 105: Construct the intersection of Park Center Boulevard and VV Street to include the following geometrics:
Northbound: One through lane. One shared through and right turn lane.
Southbound: One through lane. One shared through and right turn lane.
Eastbound: One right turn lane. Stop controlled.
Westbound: One right turn lane. Stop controlled.

MM Trans 106: Construct the intersection of RR Street and DD Street to include the following geometrics:
Northbound: One shared left turn, through, and right turn lane.
Southbound: One shared left turn, through, and right turn lane.
Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
Westbound: One shared left turn, through, and right turn lane. Stop controlled.

MM Trans 107: Construct the intersection of EE Street and DD Street to include the following geometrics:
Northbound: One shared left turn and through lane.
Southbound: One shared through and right turn lane.
Eastbound: One shared left turn and right turn lane. Stop controlled.
Westbound: Not applicable.

MM Trans 108: Construct the intersection of EE Street and FF Street to include the following geometrics:
Northbound: One shared left turn, through, and right turn lane. Stop controlled.
Southbound: One shared left turn, through, and right turn lane. Stop controlled.
Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
Westbound: One shared left turn, through, and right turn lane. Stop controlled.

MM Trans 109: Construct the intersection of OO Street and MM Street to include the following geometrics:
Northbound: One shared left turn, through, and right turn lane. Stop controlled.
Southbound: One shared left turn, through, and right turn lane. Stop controlled.
Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
Westbound: One left turn lane. One through lane. One shared through and right turn lane.

MM Trans 110: Construct the intersection of KK Street and MM Street to include the following geometrics:
Northbound: One shared left turn, through, and right turn lane. Stop controlled.
Southbound: One shared left turn, through, and right turn lane. Stop controlled.
Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
Westbound: One left turn lane. One through lane. One shared through and right turn lane.

MM Trans 111: Construct the signalized intersection of LL Street and MM Street to include the following geometrics:
Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. One shared through and right turn lane.
Westbound: One left turn lane. One shared through and right turn lane.

MM Trans 112: Construct the intersection of FF Street and GG Street to include the following geometrics:
Northbound: Not applicable.
Southbound: One left turn lane. One right turn lane. Stop controlled.
Eastbound: One left turn lane. One through lane.
Westbound: One shared through and right turn lane.

MM Trans 113: Construct the intersection of TT Street and GG Street to include the following geometrics:
Northbound: Not applicable.
Southbound: One shared left turn and right turn lane. Stop controlled.
Eastbound: One shared left turn and through lane.
Westbound: One shared through and right turn lane.

MM Trans 114: Construct the intersection of II Street and JJ Street to include the following geometrics:
Northbound: One shared left turn and right turn lane. Stop controlled.
Southbound: Not applicable.
Eastbound: One shared through and right turn lane.
Westbound: One shared left turn and through lane.

MM Trans 115: Construct the intersection of TT Street and JJ Street to include the following geometrics:
Northbound: One shared left turn and right turn lane. Stop controlled.
Southbound: Not applicable.
Eastbound: One shared through and right turn lane.
Westbound: One shared left turn and through lane.

MM Trans 116: Construct the intersection of TT Street and UU Street to include the following geometrics:
Northbound: One shared left turn and through lane.
Southbound: One shared through and right turn lane.
Eastbound: One shared left turn and right turn lane. Stop controlled.
Westbound: Not applicable.

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

Summary of Environmental Effects After Mitigation Measures are Implemented – Phase 3

Mitigation measures **MM Trans 1** through **MM Trans 72** will mitigate potential impacts associated with intersections and roadway segments within and immediately adjacent to the project site through construction of the needed facilities with respect to Phase 1 and 2 Base Case traffic. Implementation of **MM Trans 73 through 117**, above, will mitigate potential impacts associated with Phase 3 traffic which exceed Phase 2 traffic levels to the extent feasible. However, traffic impacts of Phase 3 cumulative projects, both without and with the project, are **cumulatively significant.**

The payment of fees, as required by **MM Trans 35** through **38**, will ultimately provide for the construction of needed off-site infrastructure. However, at the time Phase 3 of the project is operational, it is not known which of the off-site regional improvements will be constructed. Therefore, there is a possibility that project-generated traffic will result in temporary project-specific and cumulatively significant impacts to levels of service in the project vicinity. This is considered a **significant unavoidable adverse temporary impact**. A Statement of Overriding Consideration would have to be adopted prior to project approval.

Tables 5.14- W, 5.14-X, 5.14-Y, 5.14-Z, 5.14-AA, 5.14-AB and 4.15-AC all include columns which identify the LOS conditions which could be achieved "with mitigation." The mitigation measures listed below are assumed in the analysis for "with mitigation."

Ambient Growth with Project

Tables 5.14-X and Y indicate that all intersections and roadway segments would operate at LOS D or better with mitigation in the situation where only the project and ambient growth are evaluated for the Phase 3 timeframe.

Ambient Growth And All Other Reasonably Foreseeable Cumulative Projects Traffic – Without Project

Table 5.14-Z (without project) shows that all but four intersections will operate at LOS D or better, except for four intersections located within the city of Perris which will operate at LOS E when ambient growth and all other reasonably foreseeable cumulative projects traffic are considered, without Phase 3 project traffic. The City of Perris General Plan allows LOS E at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 Freeway ramps. As shown in **Table 5.14-Z** and below, all four intersections projected to operate at LOS E with Phase 3 traffic are intersections which fall under this allowance.

I-215 SB Ramps/Ramona Expressway
Perris Blvd. (Arterial)/ Ramona Expressway
Evans Road (Arterial)/Ramona Expressway
Rider Street (Secondary Arterial)/Ramona Expressway

Therefore **cumulative** impacts to **intersections without the project are less than significant with mitigation** with respect to exceeding a LOS standard.

Table 5.14-AA (without project) indicates that all but one roadway segment would operate at LOS D or better with mitigation. The segment of Sanderson Avenue between Ramona Expressway and Gilman Springs Road would operate at LOS E when ambient growth and all other reasonably foreseeable cumulative projects traffic are considered, without Phase 3 project traffic. Since the City of San Jacinto threshold is LOS D, this is considered a **significant cumulative impact with mitigation with respect to roadway segments** exceeding LOS standard.

Ambient Growth And All Other Reasonably Foreseeable Cumulative Projects Traffic – With Project

Table 5.14-AB (with project) shows that one of the four intersections in Perris, I-215 SB Ramps/Ramona Expressway will operate at LOS F due to the addition of Phase 3 project traffic. One additional intersection in Perris, Rider Street and Ramona Expressway, will operate at LOS E due to project traffic. Likewise, the change in ADT for some roadways when Figure 5.14-17 (without project) is compared to Figure 5.14-18a (with project) shows increases of greater than 10 percent which also supports the finding of a cumulatively substantial increase caused by project traffic and the **project's cumulative impact is therefore considered significant.**

When project traffic is added to the mix as shown in **Table 5.14-AC** (with project traffic), the same street segment worsens to LOS F. In addition, **Table 5.14-AC** shows that five additional roadway segments fail to operate at an acceptable LOS when project Phase 3 traffic is added: Ramona Expressway between Bernasconi and Reservoir, and four segments of Nuevo Road between Evans Road and Menifee Road. Thus, **cumulative impacts to roadway segments are significant without the project** and **with the project** because project traffic causes a LOS worse than D at the Phase 3 timeframe of project and circulation network development.

The above analysis of all Phases of the Base Case scenario shows that the project will contribute to the exceedance of acceptable levels of service for both intersections and roadway segments, and contribute to substantial increases in the traffic on roads, when analyzed with and without other area projects. Mitigation measures in the form of signals and roadway improvements, and fair share fees, listed above, will be required to reduce these potentially significant impacts to below the level of significance. However, individual and **cumulative** impacts are considered **significant and unavoidable** due to direct failure of some roads and intersections to meet jurisdictional thresholds and due to the unknown timing of the construction of off-site infrastructure.

In addition, during the construction of Phase 3 when some Phase 3 improvements are needed (pursuant to Addendum #2 of the Traffic Study), they may not be in place for various reasons such as coordination between signals, coordination of construction between intersections and segments, timing dependent on other jurisdictions, or efforts to retain the rural character of some roads and intersections within the existing Lakeview/Nuevo community. As described below, some improvements will cause temporary impacts which will require a statement of overriding consideration under CEQA.

Roadways

Findings of Overriding Considerations will be needed for the following roadway segments because improvements would be implemented later than the time they would be needed according to the traffic study Addendum #2 dated September 19, 2008. This is considered a **significant unavoidable adverse temporary impact**.

- Reservoir Avenue between Nuevo Road and 10th Street (temporary project and cumulative impact until Reservoir Avenue is constructed as a four lane facility between Nuevo Road and Ramona Expressway). Lakeview Avenue is retained as a two-lane facility to maintain the rural character of the community.

- Hansen Avenue between Contour Avenue and 10th Street (cumulative impact only and temporary impact until Reservoir Avenue is constructed as a four lane facility between Nuevo Road and Ramona Expressway). Hansen Avenue is retained as a two-lane facility to maintain the rural character of the community.

A general finding of overriding considerations will be needed for the following roadway segments to allow for temporary conditions where a construction contract has been awarded but the actual construction of the improvement is not completed until after the threshold that would trigger the need for the improvement. This is considered a **significant unavoidable adverse temporary impact**.

- Reservoir Avenue between Nuevo Road and 10th Street (temporary project and cumulative impact until Reservoir Avenue is constructed as a four lane facility between Nuevo Road and Ramona Expressway). Lakeview Avenue is retained as a two-lane facility to maintain the rural character of the community.

- Reservoir Avenue between 9th Street and Ramona Expressway (cumulative impact only)

A general finding of overriding considerations will be needed for the following roadway segments to allow for temporary conditions where fair share fees and/or funding has been provided by TVOL but no guarantee of timing for the construction may cause a temporary delay. This is considered a **significant unavoidable adverse temporary impact**.

No road segments analyzed within the Traffic Study 5-mile radius were identified as needing such an override. However, see also the Supplemental Analysis of intersections and roadways located further than 5 miles from the site, page 5.14-172, which includes the following roadway segment:

- Gilman Springs Road between Bridge Street and Alessandro Boulevard (project specific)

A general finding of overriding considerations will be needed for the following roadway segment because it will be the responsibility of other jurisdictions or agencies. The City of Perris is creating a RBBD for the North Perris area of the city which will fund this improvement. This is considered a **significant unavoidable adverse temporary impact**.

No road segments analyzed within the Traffic Study 5-mile radius were identified as needing such an override. However, see also the Supplemental Analysis of intersections and roadways located further than 5 miles from the site, page 5.14-172, which includes the following roadway segments:

- Warren Road between Esplanade Avenue and Florida Avenue, widening to four lanes. (Primarily in Hemet)

- Warren Road between Cottonwood Avenue and Esplanade Avenue, widening from two to four lanes (project level impacts). (San Jacinto)

Intersections

At the following intersections, achievement of satisfactory levels of service would require improvements that would be the responsibility of others due to their location in jurisdictions other than unincorporated Riverside County, necessitating a finding of overriding considerations because the County cannot require when they are built. The City of Perris is creating a RBBD for the North Perris area of the city which will fund Intersection No. 3. The project will be required to pay TUMF fees. An "*" indicates intersections where TUMF fees can be used for intersection improvements. These are considered **significant unavoidable adverse temporary impacts**.

- 2. I-215 Northbound Ramps (NS) at Ramona Expressway (EW)* (project and cumulative)
- 3. Perris Boulevard (NS) at Ramona Expressway (EW) (project and cumulative)
- 4. Evans Road (NS) at Ramona Expressway * (project-specific and cumulative)
- 17. Warren Road (NS) at Ramona expressway (EW) * (project-specific and cumulative)
- 18. Sanderson Avenue (NS) at Ramona Expressway (EW) * (project-specific and cumulative)
- 28. Evans Road (NS) at Nuevo Road (EW) (cumulative only)
- 45. Dunlap Drive (NS) at Nuevo Road (EW) (project and cumulative)

At the following intersections, achievement of satisfactory level of service could be delayed because improvements would be implemented later than the time they would be needed based on the traffic study Addendum #2 dated September 19, 2008, or the applicant's fair share of the improvements could be satisfied through the payment of fees, thereby temporarily delaying the improvement and achievement of satisfactory level of service until later than the time they would be needed. Where either of these conditions exists, a finding of overriding considerations will be necessary due to the temporary impact. For the following intersections, the project is required to pay TUMF and/or Signal Program fees which are in part designated to the intersections identified.

No intersections analyzed within the Traffic Study 5-mile radius were identified as needing such an override. However, see also the Supplemental Analysis of intersections and roadways located further than 5 miles from the site, page 5.14-172, which includes the following roadway segments:

3A. Gilman Springs Road (NS) at Alessandro Boulevard (EW) (project impact in Phase 3)
13A. Menifee Road (NS) at Ethanac Road (EW) (project impact in Phase 3)

At the following intersection, adequate level of service is achieved when the project traffic is considered independently of cumulative projects. Achievement of a satisfactory level of service cannot be achieved in the cumulative condition for the last phase of project build-out due to physical constraints which include the location of the railroad tracks and the width of the bridge over the I-215. The following intersection would require improvements that would be the responsibility of others due to their location in jurisdictions other than unincorporated Riverside County, also necessitating a finding of overriding consideration. The project is required to pay TUMF and Lakeview Nuevo RBBD fees which are in part designated to the intersection identified. Therefore, for the first two phases of project build-out, this is considered a **significant unavoidable adverse temporary impact.** Although there may be a feasible solution in the cumulative Phase 3 condition to correct the physical constraints at this location, such a solution is not reasonably foreseeable nor funded, for Phase 3 when all other cumulative projects are in place, **a significant unavoidable adverse impact** will remain.

- I-215 Southbound Ramps (NS) at Ramona Expressway (EW) (project-specific & cumulative)

Supplemental Analysis Addendum #1 to the Traffic Study

The information provided in this Transportation/Traffic section is based upon the analysis and results of the Traffic Study performed for the proposed project, dated September 13, 2007. Riverside County's Traffic Impact Analysis Preparation Guide established the criteria by which the extent of the study area was determined for the Traffic Study. Amongst other criteria, the guide states that the area to be studied shall not exceed a five-mile radius from the project site. As described previously in this section, the Traffic Study's westernmost study area boundary did extend beyond the five-mile radius limits to include three additional intersections: Perris Boulevard at Ramona Expressway and the Interstate 215 freeway ramps at Ramona Expressway.

The information provided in this supplemental analysis portion of the Transportation/Traffic section is based upon an addendum that was issued to the Traffic Study titled *Addendum #1 (final) to Traffic Impact Study Report, Specific Plan No 342, Riverside County, CA dated September 13, 2007*, dated September 19, 2008 (Traffic Study Addendum #1). (See DEIR Appendix L.) The Traffic Study Addendum #1 addresses potential impacts to additional roadway intersections and segments that are located outside of the Traffic Study's study-area radius limits. The intention of the additional analysis was to determine how far these potentially significant impacts extend outside of the Traffic Impact Analysis Preparation Guide's five-mile study-area radius limit requirement.

Thus, the Traffic Study Addendum #1 further distributed traffic through intersections that are located at or near the five-mile study-area radius limit in the Traffic Study, providing the allowable LOS at said intersections were exceeded in the Base Case Phase 3 Existing plus Ambient Growth With Project scenario, as indicated in **Table 5.14-X**. Intersections from the Traffic Study that met the above-mentioned conditions for further analysis are listed below and correspond with **Figure 5.14-1, Study Area Intersection Locations**:

3. Perris Boulevard / Ramona Expressway
18. Sanderson Avenue (SR-79) / Ramona Expressway
19. Bridge Street / Gilman Springs Road
21. SR-79 Southbound Ramps / Gilman Springs Road
22. SR-79 Northbound Ramps / Gilman Springs Road
23. Warren Road / Cottonwood Avenue
43. Murrieta Road / Nuevo Road
53. Menifee Road / Mapes Road

Traffic was distributed, from the eight Traffic Study intersections listed above, to seventeen additional intersections that are analyzed in the Traffic Study Addendum #1. The extent of the addendum's analysis was terminated at intersections under which existing plus ambient growth plus project traffic no longer caused the required LOS to be exceeded. The seventeen additional intersections that were analyzed in the Traffic Study Addendum #1 are listed below and are shown on **Figure 5.14-18c, Study Area Intersection Locations – Traffic Study Addendum #1** (intersections from the Traffic Study Addendum #1 are identified by an "A" before the number so as to differentiate them from intersections analyzed in the original Traffic Study):

A1. Perris Boulevard / Markham Street
A2. Perris Boulevard / Harley Knox Boulevard
A3. Gilman Springs Road / Alessandro Boulevard
A4. Lambs Canyon Road (SR-79) / California Avenue
A5. Beaumont Avenue (SR-79) / 1st Street
A6. State Street (SR-79) / Ramona Expressway (SR-79)
A7. Warren Road / Esplanade Avenue
A8. Winchester Road (SR-79) / Route 74
A9. California Avenue / Florida Avenue (SR-74, SR-79)
A10. Warren Road / Florida Avenue (SR-74, SR-79)
A11. Myers Street / Florida Avenue (SR-74, SR-79)
A12. Palomar Road / Ethanac Road (SR-74)
A13. Menifee Road / Ethanac Road (SR-74)
A14. Briggs Road / Ethanac Road (SR-74)
A15. Menifee Road / McCall Boulevard
A16. Redlands Avenue / Nuevo Road
A17. Harvill Avenue / Cajalco Expressway

Likewise, ten additional roadway segments were analyzed; these are the segments located between the Traffic Study Addendum #1 intersections. The analyzed roadway segments are listed below:

- Perris Boulevard, Ramona Expressway to Harley Knox Boulevard
- Gilman Springs Road, Bridge Street to SR-60
- SR-79, Gilman Springs Road to 1st Street
- Ramona Expressway, Sanderson Avenue (SR-79) to State Street (SR-79)
- Warren Road, Cottonwood Avenue to Florida Avenue (SR-74, SR-79)
- Florida Avenue (SR-74, SR-79), Winchester Road to Myers Street

- Ethanac Road (SR-74), Palomar Road to Briggs Road
- Menifee Road, Mapes Road to McCall Boulevard
- Nuevo Road, Murrieta Road to Redlands Avenue
- Cajalco Expressway, Harvill Avenue to I-215

As discussed above, the Traffic Study Addendum #1 was performed beyond county requirements in an effort to determine the extent to which potentially significant impacts could ultimately reach on area roadways. The Traffic Study Addendum #1 analyzed additional intersections based upon the performance of the outermost intersections analyzed in the Traffic Study; if the intersection exceeded its allowable LOS in the Base Case Phase 3 Existing plus Ambient Growth With Project scenario, it was selected for further analysis in the Traffic Study Addendum #1. Likewise, the roadway segments between these new intersections were analyzed. Traffic from other cumulative projects was not analyzed in the Traffic Study Addendum #1 as the intent was to isolate the potential for ambient growth and project traffic impacts.

Being supplemental analysis, there was no requirement as to where the distribution to new intersections should terminate. Therefore, existing plus ambient growth and project traffic alone was further distributed until an intersection's allowable LOS was not exceeded. This was done under the Base Case for project Phases 1, 2, and 3. Alternative scenarios 1 and 2, discussed outside of this supplemental portion of the EIR, were not analyzed in the Traffic Study Addendum #1 as those intersections were significantly impacted only by traffic specific to other cumulative projects in the area.

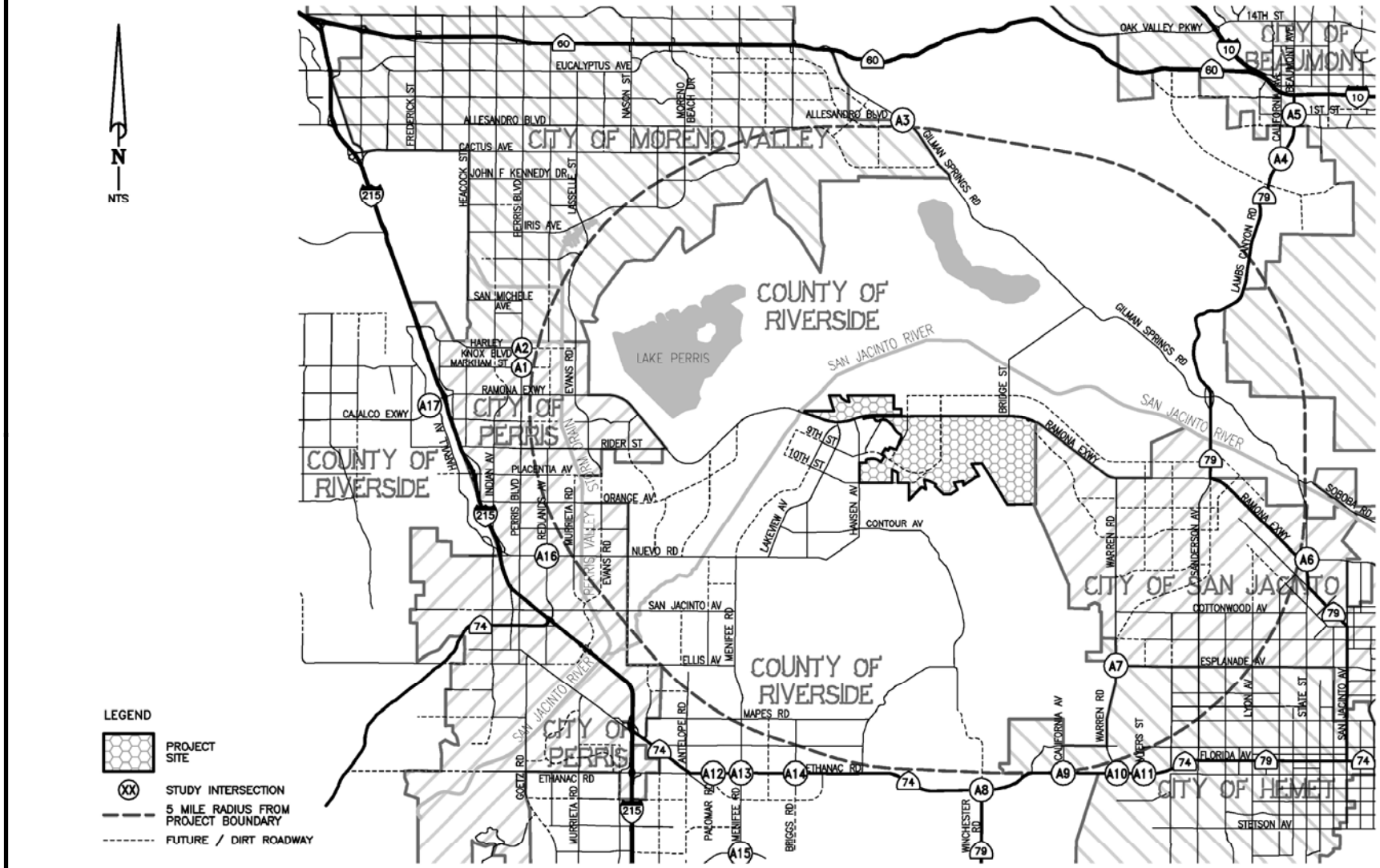


Figure 5.14-18c

Study Area Intersection Locations - Traffic Study Addendum #1

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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The findings presented below will discuss only the terminus intersections that were analyzed under the Base Case Phase 3 Existing plus Ambient Growth With Project scenario in the Traffic Study Addendum #1; in this use, terminus intersections refer to the outermost intersections at which the allowable LOS was not exceeded. There are eleven terminus intersections which are listed below:

A2. Perris Boulevard / Harley Knox Boulevard
A3. Gilman Springs Road / Alessandro Boulevard
A5. Beaumont Avenue (SR-79) / 1st Street
A6. State Street (SR-79) / Ramona Expressway (SR-79)
A8. Winchester Road (SR-79) / Route 74
A11. Myers Street / Florida Avenue (SR-74, SR-79)
A12. Palomar Road / Ethanac Road (SR-74)
A14. Briggs Road / Ethanac Road (SR-74)
A15. Menifee Road / McCall Boulevard
A16. Redlands Avenue / Nuevo Road
A17. Harvill Avenue / Cajalco Expressway

As indicated in **Table 5.14-AC1, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth With Project**, analysis was terminated at ten of the eleven intersections because existing plus ambient growth and project traffic did not cause their allowable LOS to be exceeded. While the allowable LOS at Intersection A3 (Gilman Springs Road / Alessandro Road) was exceeded, analysis did not continue further as there are no additional intersections before that roadway interchanges with the 60 Freeway with uncontrolled ramps. However, **Table 5.14-AC1** also indicates that Intersection A3 can be mitigated to below its allowed LOS D.

Table 5.14-AC1, Intersection Level of Service – Base Case Phase 3 Existing plus Ambient Growth With Project

Intersection		Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
A2	Perris Blvd. / Harley Knox Blvd.	Perris/D	Signal	14.2	B	19.9	B	N/A	N/A	N/A	N/A	N/A
A3	Gilman Springs Rd. / Alessandro Blvd.	Riv. Co./D	OWSC	13.0	B	76.2	F	OWSC	10.5	B	18.2	C
A5	Beaumont Ave. (SR-79) / 1st St.	Beaumont/D	Signal	20.3	C	37.3	D	N/A	N/A	N/A	N/A	N/A
A6	State St. (SR-79) / Ramona Exwy. (SR-79)	San Jacinto/D	Signal	35.7	D	45.9	D	N/A	N/A	N/A	N/A	N/A
A8	Winchester Rd. (SR-79) / Route 74	Riv. Co./D	Signal	26.7	C	53.9	D	N/A	N/A	N/A	N/A	N/A

A11	Myers St. / Florida Ave. (SR-74, SR-79)	Hemet/D	Signal	14.3	B	17.2	B	N/A	N/A	N/A	N/A	N/A
A12	Palomar Rd. / Ethanac Rd. (SR-74)	Riv. Co./D	Signal	20.3	C	31.6	C	N/A	N/A	N/A	N/A	N/A
A14	Briggs Rd. / Ethanac Rd. (SR-74)	Riv. Co./D	Signal	10.7	B	11.5	B	N/A	N/A	N/A	N/A	N/A
A15	Menifee Rd. / McCall Blvd.	Riv. Co./D	Signal	30.9	C	32.8	C	N/A	N/A	N/A	N/A	N/A
A16	Redlands Ave. / Nuevo Rd.	Perris/D	Signal	46.0	D	47.9	D	N/A	N/A	N/A	N/A	N/A
A17	Harvill Ave. / Cajalco Exwy.	Riv. Co./D	Signal	21.3	C	23.4	C	N/A	N/A	N/A	N/A	N/A

[1] TWSC = Two Way Stop Control; AWSC = All Way Stop Control; OWSC = One Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Analysis information on intermediate intersections and roadway segments can be found in the Traffic Study Addendum #1, along with the complete results for project Phases 1 and 2. The Traffic Study Addendum #1 is included in Appendix L of this DEIR. All intersections and roadway segments analyzed in the Traffic Study Addendum #1 are able to be mitigated to an acceptable LOS within their respective jurisdiction.

However, during the construction of Phases 1, 2 and 3 when some improvements are needed (pursuant to Addendum #2 of the Traffic Study), they may not be in place for various reasons such as coordination between signals, coordination of construction between intersections and segments, or timing dependent on other jurisdictions. As described below, some improvements will cause temporary impacts which will require a statement of overriding consideration under CEQA.

A general finding of overriding considerations will be needed for the following roadway segment which is located further than 5 miles from the site, because it will be the responsibility of other jurisdictions or agencies. This is considered a **significant unavoidable adverse temporary impact**.

- Ramona Expressway between Sanderson Avenue (SR-79) and State Street (SR-79), widening to four lanes (project specific)

At the following intersections, achievement of satisfactory level of service could be delayed because improvements would be implemented later than they would be needed based on the Traffic Study Addendum #2 dated September 19, 2008, or the applicants fair share of the improvements could be satisfied through the payment of fees, thereby temporarily delaying the improvement and achievement of satisfactory level of service until later than the time they would be needed. Where either of these conditions exists, a finding of overriding considerations will be necessary due to the temporary impact. For the following intersections, the project is required to

pay TUMF and/or signal Program fees which are in part designated to the intersections identified.

3A. Gilman Springs Road (NS) at Alessandro Boulevard (EW) (cumulative impact only in Phase 2)
13A. Menifee Road (NS) at Ethanac Road (EW) (project impact in Phase 2 and Phase 3)

Threshold B: *Cause an effect upon, or a need for new or altered maintenance of roads.*

The County of Riverside General Plan Circulation Element identifies key road alignments within the County. Ramona Expressway traverses east and west through the project area, it is considered an anchor within the circulation system. Various major and secondary arterials and collector roads connect with the Ramona Expressway and serve local uses.

THE VILLAGES OF LAKEVIEW Specific Plan circulation plan includes additional roadways that will connect residential and mixed use planning areas to each other and to Ramona Expressway directly and indirectly. New roads, both public and private, will have to be constructed as a result of the project. Also, additional traffic will be generated on existing roads as a result of project development, as analyzed under the previous threshold.

The addition of public roads and the increased use of existing roads may result in the need for roadway maintenance beyond the County of Riverside's current level of maintenance. Potential impacts include excessive potholes, loose asphalt, and ruts.

Both public and private streets will be designed and constructed per the County of Riverside standards. Private roads and alleys will be owned and maintained by a Master Homeowner Association or other private owners group. Public roadways will be owned and maintained by County of Riverside, as approved by the Board of Supervisors.

The fiscal impact analysis prepared for the project (Appendix K (CD #4)), shows that at buildout in 2020, the project is projected to have a negative fiscal impact of $132,758, or $12 per unit, on the Transportation Fund; a negative fiscal impact of $129,851, or $11 per unit on Flood Control Zone 4 Operations; and a negative fiscal impact on the General Fund of $74,357, or $7 per unit. However, the project will have a positive fiscal impact on the Fire Fund and the Library Fund. At current market conditions, overall, the project is projected to have a negative fiscal impact of $147,288 or $13 per unit in 2020 and in 2030 of $835,325, or $74 per unit.

However, as described in the fiscal impact analysis (Table 3, page 7), "the Developer cannot afford to invest capital dollars to start the project until prices at least meet August 2007 levels (25% above current levels), if not higher." As these represent more realistic sales values that will be needed to warrant the capital investment required to begin development, road maintenance costs will be evaluated under these assumptions. Table 3 of the fiscal report indicates that the project is projected to have a negative fiscal impact of $132,758, or $12 per unit, on the Transportation Fund; a positive fiscal impact of $168,466, or $15 per unit on Flood Control Zone 4 Operations; and a positive fiscal impact on the General Fund of $1,196,476, or $105 per unit. The project will also have a positive fiscal impact on the Fire Fund and the Library Fund. At 25

percent above current market conditions, overall, the project is projected to have a positive fiscal impact of $2,013,966 or $177 per unit in 2020 and in 2030 of $1,111,391 or $98 per unit. The deficit created in the Transportation Fund may be offset by the $177 per unit surplus to the General Fund. Therefore, since a number of roads within the project will be privately maintained and because the proposed project will generate sufficient revenue overall to cover the County's costs due to additional road maintenance, the need for additional road maintenance is considered **less than significant without mitigation**.

However, cumulatively, the project will contribute considerably to the need for additional road maintenance in jurisdictions where fees and taxes will not contribute to road maintenance costs, namely the cities of Perris and San Jacinto. Therefore, cumulative impacts associated with project-generated traffic's contribution to the need for additional road maintenance will be **cumulatively significant**.

Threshold C: *Cause an effect upon circulation during the project's construction.*

As the proposed project is being built, standard construction-related disruptions to traffic may occur throughout the site. The proposed project will include construction of improvements that may require traffic control and detours. Potentially significant impacts can occur to the existing traffic and circulation. Since this EIR is analyzed at a programmatic level, site-specific details about which roads may be affected and when related impacts can be expected are unknown; however, one major effect upon the circulation system which will occur during project construction is known conceptually at this time, as discussed below.

One of the aspects of the project that is known at this time relates to grading. Approximately one million cubic yards of fill dirt is proposed to be exported from Planning Areas 26 and 27 and imported to Planning Areas 9 through 20 in order to develop the Planning Areas located north of Ramona Expressway. This will require moving the fill dirt across Ramona Expressway. Four options have been considered to move the fill across the expressway. Impacts to circulation on Ramona Expressway were addressed in all options.

Option A:
Move fill from Planning Areas 26 and 27 across Ramona Expressway to Planning Areas 9–20 via a temporary realignment of Ramona Expressway proposed to redirect traffic generally north of Planning Areas 9, 15, 16, 17, and 19, within the project boundary. Prior to the realignment, dirt will be excavated in these Planning Areas and relocated to stock piles within Planning Areas 10, 12 and 14. Once completed and the temporary realignment is in place, the dirt will then be moved from Planning Areas 26 and 27 into the excavated areas located in Planning Areas 9, 15, 16, 17, 19, and 20. The intent is to use earth moving machinery, such as scrapers, to move the dirt directly, avoiding the need for loading and unloading trucks to move the dirt. Each earth mover/scraper can carry approximately 25 cubic yards per load. This method would require approximately 50 working days moving 20,000 cy per day. This equates to approximately 40,000 round trips of scrapers from the borrow site to the fill site. Once the dirt has been moved, the original alignment of Ramona Expressway will be repaved and utilized again. Possible impacts associated with this Option include:

Option A Associated Impacts:

- Air Quality
  Air quality impacts are concerned with how the dirt is moved because this creates particulate matter and construction equipment emissions (i.e., scrapers/earthmovers only, or scrapers/earthmovers filling trucks which then haul). How the dirt will be moved is the same in both Option A and Option B. Therefore, the air quality analysis of this activity is analyzed once in the Air Quality Section of this EIR based on the assumptions for earthmoving shown above. (See Section 5.3 Air Quality for analysis and applicable mitigation measures.)

- Noise
  At the programmatic level, this activity falls within the construction impacts discussed in Section 5.10 Noise. During the diversion of Ramona Expressway traffic to the north, highway noise impacts to existing residences along the south side of Ramona Expressway would be reduced. (See Section 5.10 Noise for analysis and applicable mitigation measures.)

- Traffic
  Traffic on Ramona Expressway will <u>not</u> be substantially affected by the detour associated with this option. The existing community of Lakeview/Nuevo accesses Ramona Expressway in the vicinity of this proposed grading operation, however. Those streets that intersect with Ramona Expressway in this vicinity such as Hansen Avenue and Lakeview Avenue would be affected. This could cause a significant effect on the circulation system if access to Ramona Expressway from the existing Lakeview/Nuevo community was eliminated for two to three months during the grading activities. This would be a **significant impact without mitigation.**

  In addition, possible construction access from south of Ramona to north of Ramona may be necessary after the earthwork in completed and while the development is under construction. Until such time as intersection improvements are in place at Ramona Expressway and Town Center Boulevard, any construction-related traffic needing to cross Ramona Expressway would have to do so at the existing intersections of Lakeview Avenue, Hansen Avenue, or 5th Street. This could cause a significant effect on the circulation system by having trucks drive through existing neighborhoods and the need for four-way signals at all intersections in this area. This would be a **significant impact without mitigation.**

Option B:
Move fill from Planning Areas 26 and 27 across Ramona Expressway to Planning Areas 9–20 via either a culvert constructed under Ramona Expressway large enough to give access to excavators such as scrapers and bulldozers to directly move dirt without disrupting traffic on Ramona Expressway; or a temporary bridge constructed over Ramona Expressway to allow for construction to directly move dirt without disrupting traffic. Once the temporary crossing is constructed, the intent is to use earth moving machinery, such as scrapers, to move the dirt directly, avoiding the need for loading and unloading trucks to move the dirt. Each earth

mover/scraper can carry approximately 25 cubic yards per load. This method would require approximately 50 working days moving 20,000 cy per day. This equates to approximately 40,000 round trips of scrapers from the borrow site to the fill site. Once the fill is relocated from the south side of Ramona to the north side, the temporary overcrossing or undercrossing will remain in place to function as construction access from the south side of Ramona Expressway to the north side without affecting the traffic. When construction activities no longer require this crossing, the bridge would be removed. The culvert could remain in place to accommodate future drainage and/or trail facilities, or may be removed.

Option B Associated Impacts:

- Air quality
  Air quality impacts are concerned with how the dirt is moved because this creates particulate matter and construction equipment emissions (i.e., scrapers/earthmovers only, or scrapers/earthmovers filling trucks which then haul). How the dirt will be moved is the same in both Option A and Option B. Therefore, the air quality analysis of this activity is analyzed once in the Air Quality Section of this EIR based on the assumptions for earthmoving shown above. (See Section 5.3 Air Quality.)

- Noise
  At the programmatic level, this activity falls within the construction impacts discussed in Section 5.10 Noise. If a bridge structure was used to provide access for earthmoving equipment to go from south to north, noise impacts would be greater due to the elevated nature of the equipment. A culvert under the expressway would provide some noise attenuation. It is not possible at this time to determine the extent of either the detriment or reduction in noise that might result from either of these situations. (See Section 5.10 Noise for analysis and applicable mitigation measures.)

- Traffic
  When the culvert or bridge is being constructed to accommodate the grading operation, traffic could be disrupted by lane closures or closure of the Ramona Expressway temporarily. In addition, the overcrossing (bridge) approach could create a hazard for motorists below due to dirt/debris falling onto the expressway. Lane closures or road hazards caused by this option are **significant without mitigation.**

Options C and D below were considered, but for economic and environmental reasons have been rejected from further consideration.

Option C:
Move fill from Planning Areas 26 and 27 across Ramona Expressway to Planning Areas 9–20 via a temporary conveyor system constructed to carry dirt over Ramona Expressway. Construction timeline for this Option will take much longer than Option A or B. The potential impacts of this alternative would be similar to the bridge scenario in Option B, above, but with the additional duration of construction activity, increased air quality impacts because of the operation of the conveyor system and hauling trucks would result.

Option D:
Move fill from Planning Areas 26 and 27 across Ramona Expressway to Planning Areas 9–20 via an at-grade crossing of Ramona Expressway. Such an option would traditionally occur during the night hours to avoid significant daytime traffic impacts. At night-time a temporary detour would be provided on existing roads through the Lakeview Community (e.g., Hansen Avenue to Lakeview Avenue East, to 5th Street). Construction is anticipated to take up to 12 months. Due to the significant potential adverse noise, air quality, and aesthetic (i.e., lighting required for night construction), this Option was dropped from further consideration.

- Air Quality
- Noise (more significant issue at night)
- Light and Glare (both for humans , Mt. Palomar, and SJWA)
- Road Maintenance
- Length of Time

Required Mitigation for Construction-Related Circulation Impacts

MM Trans 118: If Option A is implemented to move fill dirt from south of Ramona Expressway to north and to mitigate for the potential significant effect on the circulation system that would result if access to Ramona Expressway from the existing Lakeview/Nuevo community was eliminated, the intersection of Lakeview Avenue and Ramona Expressway shall be maintained during the months that Ramona Expressway is being used in its relocated location to the north.

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

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

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

Summary of Environmental Effects After Mitigation Measures are Implemented

Option A
A potentially significant effect on the circulation system that would result if access to Ramona Expressway from the existing Lakeview/Nuevo community was eliminated for two to three

months during the grading activities would be reduced to a **less than significant impact with the implementation of MM Trans 74.** MM Trans 74 requires that the intersection of Lakeview Avenue and Ramona Expressway be maintained throughout the relocation of Ramona Expressway.

A potentially significant effect on the circulation system would result due to having trucks drive through existing neighborhoods to access four-way signals to gain possible construction access from south of Ramona to north of Ramona after the earthwork in completed and while the development north of Ramona is under construction. **MM Trans 75 would reduce this to a less than significant impact. MM Trans 75** requires that all construction management, staging and equipment parking areas shall be maintained in a location north of Ramona Expressway to avoid construction traffic driving through existing neighborhoods to get to existing signals, or causing traffic hazards by crossing at unsignalized locations.

Option B
When the culvert or bridge is being constructed to accommodate the grading operation, a potential significant effect to the circulation system could result if traffic were disrupted by closure of the Ramona Expressway temporarily. MM Trans 76 will reduce this impact to **less than significant levels** through requiring at least one lane to remain open at all times during construction.

In addition, the overcrossing (bridge) approach could create a hazard for motorists below due to dirt/debris falling onto the expressway. Road hazards caused by this option are reduced to **less than significant with the implementation of MM Trans 121.** MM Trans 121 requires bridge plans and specifications to include solid railings or other design features that would eliminate the risk of falling dirt and debris.

Threshold D: *Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).*

The curvilinear roads proposed within the project site (**Figure 5.14-3a, THE VILLAGES OF LAKEVIEW Specific Plan Circulation Plan**) and the curves of the Ramona Expressway at both the west and east ends of the project site could pose increased hazards if proper site distances at entries and intersections are not maintained to allow drivers to see oncoming traffic. This would be **significant without mitigation.**

The Specific Plan will be built over time. The project area is an area in transition from agriculture/dairy uses to urban use. However, there are still existing dairy/poultry farms and cropland. Farm equipment will be used for animal husbandry and field crop operations. Such agricultural equipment may use some local roadways as long as the agricultural ventures are operating in the area. However, the ubiquity of agriculturally-related traffic will steadily decline as development under this specific plan and the General Plans for the County and San Jacinto continue to occur. Safety can be maintained, however, with adequate sight distances and clear signing and striping maintained.

With the implementation of the **MM Trans 1** through **23** which require the construction of roads to County standards, and **MM Trans 24** and **25** which require review and approval of sight distances and signing and striping plans, impacts related to design-feature hazards will be **less than significant with mitigation**.

Required Mitigation for Operational and Safety Impacts

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

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

Summary of Environmental Effects After Mitigation Measures are Implemented

The implementation of **MM Trans 24** and **25** will reduce potential significant effects due to increased hazards of a design feature, such as curvilinear roads, to less than significant by requiring implementation of sight distance standards, and County-approved signing and striping plans.

Summary of All Base Case Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate the potential significant adverse impacts upon traffic or to reduce impacts to below the level of significance. THE VILLAGES OF LAKEVIEW shall be required to comply with mitigation measures **MM Trans 1** through **MM Trans 123**, described above, as they relate to each Phase of the project, respectively.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

The above analysis of all Phases of the Base Case scenario shows that the project will contribute to the exceedance of acceptable levels of service for both intersections and roadway segments, and contribute to substantial increases in the traffic (ADT) on roads, when analyzed with and without the project and other area projects. Mitigation measures in the form of signals, intersections, and roadway segment improvements, and fair share fees, listed above, will be required to reduce these potentially significant impacts.

Phase 1
Without Project:
Table 5.14-H Intersection LOS-Base Case Phase 1 Existing plus Ambient Growth shows six intersections will operate at LOS E or F which are each worse than the threshold of LOS D or E in their respective jurisdictions.

All roadway segments operate at an acceptable LOS without the project.

With Project:
The project impacts 11 additional intersections, as shown in Table 5.14-I. With mitigation measures implemented, project-specific Phase 1 impacts are reduced to LOS D or better; **less than significant with mitigation.**

The project impacts 12 roadway segments in the Base Case Phase 1 scenario, as shown in Table 5.14-J. With mitigation measures implemented, project-specific Phase 1 impacts are reduced to LOS C at all the affected locations. Therefore, project-specific Phase 1 impacts to roadway segments are reduced to **less than significant with mitigation.**

Phase 2
Without Project:
Table 5.14-P Intersection LOS-Base Case Phase 2 Existing plus Ambient Growth shows seven intersections will operate at LOS E or F which are each worse than the threshold of LOS D or E in their respective jurisdictions.

All roadway segments operate at an acceptable LOS without the project.

With Project:
The project impacts 23 additional intersections, as shown when Table 5.14-Q is compared to Table 5.14-P. With mitigation measures implemented, project-specific Phase 2 impacts are reduced to LOS D or better except in two intersections located in Perris at which E is and acceptable LOS, Therefore, Phase 2 project-specific impacts to intersections are reduced to **less than significant with mitigation.**

The project impacts 17 roadway segments in the Base Case Phase 2 scenario, as shown in Table 5.14-R. With mitigation measures implemented, project-specific Phase 2 impacts are reduced to LOS C or better at all the affected locations. Therefore, project-specific Phase 2 impacts to roadway segments are reduced to **less than significant with mitigation.**

Phase 3
Without Project:
Table 5.14-W Intersection LOS-Base Case Phase 3 Existing plus Ambient Growth shows seven intersections will operate at LOS F without Phase 3 project traffic.

All roadway segments operate at an acceptable LOS without the project.

With Project:
The project impacts 37 additional intersections, as shown when Table 5.14-X is compared to Table 5.14-W. With mitigation measures implemented, project-specific Phase 3 impacts are reduced to LOS D or better except at one intersection located in Perris at which E is and acceptable LOS, Therefore, Base Case Phase 3 project-specific impacts to intersections are reduced to **less than significant with mitigation.**

The project impacts 30 roadway segments in the Base Case Phase 3 scenario, as shown in Table 5.14-Y. With mitigation measures implemented, project-specific Phase 3 impacts are reduced to LOS D or better at all the affected locations. Therefore, project-specific Phase 3 impacts to roadway segments are reduced to **less than significant with mitigation.**

Temporary Impacts
Within each analysis by Phase presented above, the temporary impacts which will require a Statement of Overriding Consideration are listed. See pages 5.14-95, 127, and 168. Since, at the time Phase 1, 2, or 3 of the project are operational, it is not known which of the off-site regional improvements will be constructed, there is a possibility that project-generated traffic will result in temporary project-specific and/or cumulatively significant impacts to levels of service in the

project vicinity. This is considered a **significant unavoidable adverse temporary impact**. A Statement of Overriding Consideration would have to be adopted prior to project approval.

Other Project-Related Impacts

Option A Regarding Movement of Fill Dirt Across Ramona Expressway

A potentially significant effect on the circulation system that would result if access to Ramona Expressway from the existing Lakeview/Nuevo community was eliminated for two to three months during the grading activities would be reduced to a **less than significant impact with the implementation of MM Trans 118.** MM Trans 118 requires that the intersection of Lakeview Avenue and Ramona Expressway be maintained throughout the relocation of Ramona Expressway.

A potentially significant effect on the circulation system would result due to having trucks drive through existing neighborhoods to access four-way signals to gain possible construction access from south of Ramona to north of Ramona after the earthwork in completed and while the development north of Ramona is under construction. **MM Trans 119 would reduce this to a less than significant impact.** MM Trans 119 requires that all construction management, staging and equipment parking areas shall be maintained in a location north of Ramona Expressway to avoid construction traffic driving through existing neighborhoods to get to existing signals, or causing traffic hazards by crossing at unsignalized locations.

Option B Regarding Movement of Fill Dirt Across Ramona Expressway

When the culvert or bridge is being constructed to accommodate the grading operation, a potential significant effect to the circulation system could result if traffic were disrupted by closure of the Ramona Expressway temporarily. **MM Trans 120 will reduce this impact to less than significant levels** through requiring at least one lane to remain open at all times during construction.

In addition, the overcrossing (bridge) approach could create a hazard for motorists below due to dirt/debris falling onto the expressway. Road hazards caused by this option are reduced to **less than significant with the implementation of MM Trans 121.** MM Trans 121 requires bridge plans and specifications to include solid railings or other design features that would eliminate the risk of falling dirt and debris.

The implementation of **MM Trans 122** and **123** will reduce potential significant effects due to increase hazards of design features, such as curvilinear roads, to **less than significant** by requiring implementation of sight distance standards, and County-approved signing and striping plans.

Summary of Base Case Cumulative Environmental Effects After Mitigation Measures are Implemented

The analysis of all Phases of the project, with respect to cumulative traffic in the Base Case scenario, are discussed above. Table 5.14-K identifies all the reasonably foreseeable development projects that were considered in the Traffic Study. The analysis shows that the project will contribute to the exceedance of acceptable levels of service for both intersections and

roadway segments, and contribute to substantial increases in the traffic on roads, when analyzed with and without other area projects. Mitigation measures in the form of signals and roadway improvements, and fair share fees, listed above, will be required to reduce these potentially significant impacts as presented below:

Phase 1

Cumulative Without Project:

Table 5.14-L, Intersection LOS-Base Case Phase 1 Existing plus Ambient Growth plus Cumulative Development shows 21 intersections will operate at LOS F without the project traffic.

Table 5.14-M, Street Segment LOS-Base Case Phase 1 Existing plus Ambient Growth plus Cumulative Development indicates that 28 roadway segments operate at an unacceptable LOS of E or F without the project.

Cumulative With Project:

The project causes 11 additional intersections to operate at LOS F, as shown in Table 5.14-N. Thus the project contribution to the cumulative impacts is substantial and results in significant cumulative impacts. With mitigation measures implemented, cumulative Phase 1 impacts are reduced to LOS D or better; **less than significant with mitigation.**

The project impacts 29, or one additional, roadway segments in the Base Case Phase 1 scenario, as shown in Table 5.14-O. The additional segment is on Menifee Road between Ellis avenue and San Jacinto Avenue. In addition, three other segments which operated at LOS E without the project now operate at LOS F with project traffic included. Thus the project contribution to the cumulative impacts is substantial and results in significant cumulative impacts. With mitigation measures implemented, cumulative Phase 1 impacts are reduced to LOS D or better at all the affected locations. Therefore, cumulative Phase 1 impacts to roadway segments are reduced to **less than significant with mitigation.**

Phase 2

Cumulative Without Project:

Table 5.14-S, Intersection LOS-Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development shows 32 intersections will operate at LOS F without the project traffic.

Table 5.14-T, Street Segment LOS-Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development indicates that 27 roadway segments operate at an unacceptable LOS of E or F without the project.

Cumulative With Project:

The project causes 10 additional intersections to operate at LOS E or F, as shown in Table 5.14-U when compared to Table 5.14-S. Thus the project contribution to the cumulative impacts is substantial and results in significant cumulative impacts. With mitigation measures implemented, cumulative Phase 2 impacts are reduced to LOS D or better except in four intersections located

in Perris at which E is and acceptable LOS, therefore Phase 2 cumulative impacts to intersections are **less than significant with mitigation.**

The project impacts 36, or nine additional, roadway segments in the Base Case Phase 2 scenario, as shown in Table 5.14-V when is compared to Table 5.14-T. In addition, one segment which operated at LOS E without the project now operate at LOS F with project traffic included. Thus, the project contribution to the cumulative impacts is substantial and results in significant cumulative impacts. With mitigation measures implemented, cumulative Phase 2 impacts are reduced to LOS D or better at all the affected locations except Nuevo Road between Evans Road and Dunlap Road, where LOS remains at F after mitigation is implemented (built to current County General Plan width). Therefore, because the project impacts additional roadway segments compared to cumulative traffic without the project, and because one segment still fails with mitigation, cumulative Phase 2 impacts to roadway segments are **significant and unavoidable with mitigation** and a Statement of Overriding Considerations will be required prior to project approval.

Phase 3

Cumulative Without Project:

Table 5.14-Z, Intersection LOS-Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development shows 30 intersections will operate at LOS E or F without the project traffic.

Table 5.14-AA, Street Segment LOS-Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development indicates that 31 roadway segments operate at an unacceptable LOS of E or F without the project.

Cumulative With Project:

The project causes 22 additional intersections to operate at LOS E or F, as shown in Table 5.14- when compared to Table 5.14-AB. Thus the project contribution to the cumulative impacts is substantial and results in significant cumulative impacts. With mitigation measures implemented, cumulative Phase 3 impacts are reduced to LOS D or better except in five intersections located in Perris at which E is and acceptable LOS. One of the five, I-215 SB Ramps at Ramona Expressway will operate at LOS F with mitigation in place, therefore, because the project impacts additional intersections compared to cumulative traffic without the project, and because one intersection still fails with mitigation in place, cumulative Phase 3 impacts to intersections are **significant and unavoidable with mitigation** and a Statement of Overriding Considerations will be required prior to project approval.

The project impacts 46, or 15 additional, roadway segments in the Base Case Phase 3 scenario, as shown in Table 5.14- AC when it is compared to Table 5.14-AA. In addition, one segment (Bridge Street) which operated at LOS E without the project now operate at LOS F with project traffic included. Thus the project contribution to the cumulative impacts is substantial and results in significant cumulative impacts. With mitigation measures implemented, cumulative Phase 3 impacts are reduced to LOS D or better at all the affected locations except Ramona Expressway between Bernasconi Road and reservoir Avenue, Sanderson Avenue between Ramona Expressway and Gilman Springs Road, and Nuevo Road between Evans Road and Menifee

Road, where LOS remains at E or F after mitigation is implemented (built to current County General Plan width). Therefore, because the project impacts additional roadway segments compared to cumulative traffic without the project, and because six segments still fails with mitigation, cumulative Phase 3 impacts to roadway segments are **significant and unavoidable with mitigation** and a Statement of Overriding Considerations will be required prior to project approval.

Other Project-Related Impacts
Construction-related impacts which may affect traffic and design features which could cause safety concerns, are localized and will not result in cumulative impacts that can be addressed at the programmatic level, however, impacts which result in the need for additional roadway maintenance were also identified as less than significant at the project-specific level, but cumulatively, the project will contribute considerably to the need for additional road maintenance in jurisdictions where fees and taxes will not contribute to road maintenance costs, namely the cities of Perris and San Jacinto. Therefore, cumulative impacts associated with project-generated traffic's contribution to the need for additional road maintenance will be **cumulatively significant**.

Temporary Impacts
Within each analysis by Phase presented above, the temporary cumulative impacts which will require a Statement of Overriding Consideration are listed. See pages 5.14-15, 127 and 168. Since, at the time Phase 1, 2, or 3 of the project are operational, it is not known which of the off-site regional improvements will be constructed, there is a possibility that project-generated traffic will result in temporary project-specific and/or cumulatively significant impacts to levels of service in the project vicinity. This is considered a **significant unavoidable adverse temporary impact**. A Statement of Overriding Consideration would have to be adopted prior to project approval.

Feasibility of Mitigation Measures
In all cases, the improvements shown for offsite intersections and roadway segments are feasible from the standpoint of design, construction, and operations. It is too speculative to determine at this time if actual right of way will exist in any given location when that area is slated for construction. It is also the case that some identified mitigation measures listed in Traffic Study Tables 13-15 and 13-16 exceed the General Plan roadway classification of the relevant jurisdiction and/or the allowable intersection design standards. Building an eight-lane road or an intersection with triple left turn lanes is feasible from a construction and operational standpoint, but it would be up to the local jurisdiction to amend their General Plan and adopt an improvement suggested which exceeds their classification or intersection design standards. Table 5.14-AF, Base Case Improvements (Over General Plan Requirements) With and Without Project by Phase, shows those mitigation measures that exceed current general plan standards for the jurisdiction within which they are located, both with and without the project.

See also Section 7.1 of the DEIR for information regarding cumulative effects of the project.

Table 5.14-AF, Base Case Improvements (Over General Plan Requirements) With and Without Project by Phase

		Base - Existing + Ambient Growth + Project + Cumulative	Fair Share
Phase 1	Intersection	~~26. Lakeview / 9th - 2 NBT, 2 SBT~~	0%
		50. Lakeview / Nuevo - 2 EBL	25%
	Street Segment	~~Lakeview, Nuevo to 9th - 4 ln Collector (28.7/11.7)~~	0%
Phase 2	Intersection	1. I-215 SB Ramps / Ramona - 3 SBL	20%
		9. Reservoir / Ramona - 3 NBL	25%
	Street Segment	Nuevo, Evans to Dunlap - >6 ln Arterial (55.4/48.5)	22%
		Nuevo, Dunlap to Menifee - 8 ln Urban Art. (57.9/48.5)	31%
		Warren, Cottonwood to Ramona - 6 ln Arterial (33.5/32.3)	23%
Phase 3	Intersection	1. I-215 SB Ramps / Ramona - ~~3 SBL,~~ 5 EBT, 3 WBL	12%
		2. I-215 NB Ramps / Ramona - 2 WBR	14%
		3. Perris / Ramona - 4 NBT, ~~4 SBT,~~ 5 EBT, 5 WBT	18%
		4. Evans / Ramona - ~~3 NBL,~~ 4 NBT, ~~4 SBT,~~ 5 EBT, 5 WBT	17%
		6. Rider / Ramona - 3 NBL	23%
		9. Reservoir / Ramona - 3 NBL, 5 EBT	33%
		12. Town Center / Ramona - 5 WBT	36%
		15. Park Center / Ramona - 3 SBL, 5 EBT, 3 WBL, 5 WBT	28%
		17. Warren / Ramona - 3 NBL	30%
		18. Sanderson / Ramona - 3 EBL	11%
		28. Evans / Rider - 3 NBL, ~~3 EBT, 3 WBT~~	3%
		38. Lakeview / 10th - 2 NBL	54%
		~~41. Lakeview / North - 2 NBT, 2 SBT~~	0%
		45. Dunlap / Nuevo - 4 EBT, 4 WBT	19%
		46. Foothill / Nuevo - 4 EBT, 4 WBT	22%
		47. Antelope / Nuevo - 4 EBT	21%
		48. Menifee / Nuevo - 3 NBL, 3 EBL	30%
	Street Segment	Ramona, Bernasconi to Reservoir - >8 ln Expressway (77.6/73.5)	40%
		Nuevo, Evans to Dunlap - >6 ln Arterial (58.2/48.5)	32%
		Nuevo, Dunlap to Menifee - >8 ln Urban Art. (82.6/48.5)	32%
		Reservoir, Nuevo to 10th - 8 ln Urban Art. (53.5/48.5)	52%
		~~Lakeview, Nuevo to 10th - 4 ln Collector (16.5/11.7)~~	0%
		Warren, Cottonwood to Ramona - 6 ln Arterial (35.1/32.3)	36%
		~~Sanderson, Ramona to Gilman Springs - >8 ln Expressway (85.4/73.5)~~	0%

County of Riverside
City of Perris
City of San Jacinto
~~XXXXX~~ (bold and strikethrough) Improvement is already required in "without project" scenario.
All imporvements for this intersection/segment are already required in "without project" scenario.

		Intersection	Jurisdiction	Allowable LOS	Existing		Project Phase 1								Project Phase 2								Project Phase 3							
							Existing + Ambient Growth				Existing + Ambient Growth + Cumulative Projects				Existing + Ambient Growth				Existing + Ambient Growth + Cumulative Projects				Existing + Ambient Growth				Existing + Ambient Growth + Cumulative Projects			
					Without Project		Without Project		With Project		Without Project		With Project		Without Project		With Project		Without Project		With Project		Without Project		With Project		Without Project		With Project	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB
Off-Site Intersections	1	I-215 SB Ramps / Ramona Exwy.	Perris	E	C	D	C	E	C	F	F	F	F	F	C	E	D	F	F	F	F	F	C	E	E	F	F	F	F	F
	2	I-215 NB Ramps / Ramona Exwy.	Perris	E	C	C	C	C	D	C	F	F	F	F	C	C	E	D	F	F	F	F	D	C	F	D	F	F	F	F
	3	Perris Blvd. / Ramona Exwy.	Perris	E	D	D	D	D	D	E	F	F	F	F	D	D	E	F	F	F	F	F	D	D	F	F	F	F	F	F
	4	Evans Rd. / Ramona Exwy.	Perris	E	F	D	F	E	F	F	F	F	F	F	F	E	F	F	F	F	F	F	F	E	F	F	F	F	F	F
	5	Lake Perris Dr. / Ramona Exwy.	Perris	E	A	A	A	A	A	A	B	B	C	C	A	A	A	A	B	C	F	F	A	A	B	A	E	F	F	F
	6	Rider St. / Ramona Exwy.	Perris	E	B	B	B	B	B	B	C	F	D	F	B	B	B	B	D	F	F	F	B	B	B	C	D	F	F	F
	7	Antelope Rd. / Ramona Exwy.	Riv. Co.	D	--	--	--	--	B	C	F	F	F	F	--	--	B	F	F	F	F	F	--	--	C	F	F	F	F	F
	8	Bernasconi Rd. / Ramona Exwy.	Riv. Co.	D	--	--	--	--	--	--	F	F	F	F	--	--	B	F	F	F	F	F	--	--	C	F	F	F	F	F
	9	Reservoir Ave. / Ramona Exwy.	Riv. Co.	D	--	--	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
	10	Lakeview Ave. / Ramona Exwy.	Riv. Co.	D	D	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	11	Hansen Ave. / Ramona Exwy.	Riv. Co.	D	F	E	F	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
	12	Town Center. Blvd. / Ramona Exwy.	Riv. Co.	D	--	--	B	C	F	F	F	F	F	F	B	C	F	F	F	F	F	F	B	C	F	F	F	F	F	F
	13	5th St. / Ramona Exwy.	Riv. Co.	D	B	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	14	3rd St. / Ramona Exwy.	Riv. Co.	D	B	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	15	Park Center Blvd. / Ramona Exwy.	Riv. Co.	D	--	--	C	C	C	D	F	F	F	F	C	C	F	F	F	F	F	F	C	C	F	F	F	F	F	F
	16	Bridge St. / Ramona Exwy.	Riv. Co.	D	C	C	C	C	D	C	F	F	F	F	C	C	F	F	F	F	F	F	D	C	F	F	F	F	F	F
	17	Warren Rd. / Ramona Exwy.	San Jacinto	E	C	C	D	D	D	E	F	F	F	F	D	D	F	F	F	F	F	F	D	D	F	F	F	F	F	F
	18	Sanderson Ave. / Ramona Exwy.	San Jacinto	E	E	E	E	E	F	E	F	F	F	F	F	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F
	19	Bridge St. / Gilman Springs Rd.	Riv. Co.	D	C	B	C	C	C	C	F	F	F	F	C	C	E	D	F	F	F	F	C	C	F	F	F	F	F	F
	20	Warren Rd. / Gilman Springs Rd.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co.	D	D	F	E	F	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
	22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co.	D	D	D	E	E	E	E	F	F	F	F	E	F	E	F	F	F	F	F	F	F	F	F	F	F	F	F
	23	Warren Rd. / Cottonwood Ave.	San Jacinto	D	C	C	D	D	D	E	F	F	F	F	D	D	F	F	F	F	F	F	D	D	F	F	F	F	F	F
	24	Hansen Ave. / Lakeview Ave. East	Riv. Co.	D	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
	25	Reservoir Ave. / 9th St.	Riv. Co.	D	A	A	A	A	A	A	C	D	C	D	A	A	D	C	D	F	F	F	A	A	F	C	D	F	F	F
	26	Lakeview Ave. / 9th St.	Riv. Co.	D	A	A	A	A	B	B	C	F	D	F	A	A	A	A	B	C	B	C	A	A	B	A	A	C	B	C
	27	Hansen Ave. / Yucca Ave.	Riv. Co.	D	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
	28	Evans Rd. / Rider St.	Perris	D	C	C	C	C	C	C	C	D	C	D	C	C	C	C	C	D	C	D	C	C	C	C	F	F	F	F
	29	Redlands Ave. / Placentia Ave.	Perris	D	B	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	30	Redlands Ave. / Orange Ave.	Perris	D	B	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	31	Evans Rd. / Orange Ave.	Perris	D	B	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	32	Bradley Rd. / Orange Ave.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	33	Foothill Ave. / Orange Ave.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	34	Antelope Rd. West / Orange Ave.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	35	Antelope Rd. East / Orange Ave.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	36	Bernasconi Rd. / Orange Ave.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	37	Reservoir Ave. / 10th St.	Riv. Co.	D	B	A	B	A	F	B	F	F	F	F	B	A	F	F	F	F	F	F	B	A	F	F	F	F	F	F
	38	Lakeview Ave. / 10th St.	Riv. Co.	D	C	A	D	A	F	D	F	F	F	F	E	A	F	F	F	F	F	F	F	A	F	F	F	F	F	F
	39	Yucca Ave. / 10th St.	Riv. Co.	D	B	A	B	A	C	B	B	A	B	B	B	A	F	D	C	C	F	F	B	A	F	F	B	B	F	F
	40	Hansen Ave. / 10th St.-Wolfskill Ave.	Riv. Co.	D	B	B	B	B	D	C	B	B	C	C	B	B	F	F	E	F	F	F	B	B	F	F	F	F	F	F
	41	North Dr. / Lakeview Ave.	Riv. Co.	D	B	B	B	B	B	C	F	F	F	F	B	B	B	B	B	B	B	B	B	B	B	B	C	E	C	E
	42	Hansen Ave. / Contour Ave.	Riv. Co.	D	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	B	B	A	A	B	A	D	F	E	F
	43	Murrieta Rd. / Nuevo Rd.	Perris	D	C	C	C	C	C	E	F	F	F	F	C	C	C	F	F	F	F	F	C	C	D	F	F	F	F	F
	44	Evans Rd. / Nuevo Rd.	Perris	D	B	B	B	B	B	B	F	F	F	F	B	B	F	F	F	F	F	F	B	B	F	F	F	F	F	F
	45	Dunlap Dr. / Nuevo Rd.	Perris	D	C	C	C	C	D	F	F	F	F	F	C	C	F	F	F	F	F	F	C	C	F	F	F	F	F	F
	46	Foothill Ave. / Nuevo Rd.	Riv. Co.	D	B	C	B	C	C	E	F	F	F	F	B	C	E	F	F	F	F	F	B	C	F	F	F	F	F	F
	47	Antelope Rd. / Nuevo Rd.	Riv. Co.	D	--	--	--	--	--	--	F	F	F	F			E	F	F	F	F	F	--	--	F	F	F	F	F	F
	48	Menifee Rd. / Nuevo Rd.	Riv. Co.	D	B	C	C	C	F	F	F	F	F	F	C	C	F	F	F	F	F	F	C	C	F	F	F	F	F	F
	49	Menifee Rd. / Nuevo Rd. (realigned)	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	50	Lakeview Ave. / Nuevo Rd.	Riv. Co.	D	B	B	B	B	E	F	F	F	F	F	B	B	B	B	C	E	C	E	B	C	B	C	F	F	F	F
	51	Menifee Rd. / San Jacinto Rd.	Riv. Co.	D	B	B	B	B	C	F	F	F	F	F	B	B	C	D	F	F	F	F	B	B	F	F	F	F	F	F
	52	Menifee Rd. / Ellis Rd.	Riv. Co.	D	B	B	B	B	B	F	F	F	F	F	B	B	C	C	F	F	F	F	B	B	C	D	F	F	F	F
	53	Menifee Rd. / Mapes Rd.	Riv. Co.	D	B	C	C	C	C	F	F	F	F	F	C	C	C	D	F	F	F	F	C	C	D	F	F	F	F	F
On-Site Intersections	54	Reservoir Ave. / AA St.	Riv. Co.	D	--	--	--	--	A	A	--	--	A	A	--	--	B	B	--	--	B	B	--	--	B	B	--	--	B	B
	55	AA St. / NN St.	Riv. Co.	D	--	--	--	--	A	A	--	--	A	A	--	--	B	B	--	--	B	B	--	--	B	B	--	--	B	B
	56	CC St. / BB St.	Riv. Co.	D	--	--	--	--	A	A	--	--	A	A	--	--	B	B	--	--	B	B	--	--	B	B	--	--	B	B
	57	School Access / PP St.	Riv. Co.	D	--	--	--	--	B	B	--	--	B	B	--	--	B	B	--	--	B	B	--	--	B	B	--	--	C	B
	58	QQ St. / PP St.	Riv. Co.	D	--	--	--	--	A	B	--	--	B	B	--	--	A	B	--	--	B	F	--	--	A	B	--	--	C	F
	59	Hansen Ave. / Project Access	Riv. Co.	D	--	--	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	B
	60	WW St. / Wolfskill Ave.	Riv. Co.	D	--	--	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	A
	61	WW St. / SS Blvd.	Riv. Co.	D	--	--	--	--	B	B	--	--	B	B	--	--	C	C	--	--	E	F	--	--	E	F	--	--	F	F
	62	Project Access / SS Blvd.	Riv. Co.	D	--	--	--	--	B	B	--	--	B	B	--	--	E	F	--	--	F	F	--	--	F	F	--	--	F	F
	63	SS Blvd. / MM St.	Riv. Co.	D	--	--	--	--	B	C	--	--	B	C	--	--	F	F	--	--	F	F	--	--	F	F	--	--	F	F
	64	SS Blvd. / Lakeview Ave.	Riv. Co.	D	--	--	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	A
	65	Town Ctr. Blvd. / Retail Access	Riv. Co.	D	--	--	--	--	B	B	--	--	B	B	--	--	B	C	--	--	B	C	--	--	E	F	--	--	E	F
	66	SS Blvd.-RR St. / Town Ctr. Blvd.-Park Ctr. Blvd.	Riv. Co.	D	--	--	--	--	B	C	--	--	B	C	--	--	F	F	--	--	F	F	--	--	F	F	--	--	F	F
	67	EE St. / Park Ctr. Blvd.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	B	F	--	--	C	F	--	--	F	F	--	--	F	F
	68	MM St. / Park Ctr. Blvd.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	B	C	--	--	C	F	--	--	F	F	--	--	F	F
	69	Park Ctr. Blvd. / FF St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	C	F	--	--	F	F	--	--	F	F	--	--	F	F
	70	Park Ctr. Blvd. / VV St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	A	A	--	--	A	A	--	--	F	C	--	--	F	C
	71	RR St. / DD St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	A	B	--	--	A	B	--	--	B	C	--	--	B	C
	72	EE St. / DD St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	A
	73	EE St. / FF St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	A	C	--	--	A	C	--	--	D	F	--	--	D	F
	74	OO St. / MM St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	C	D	--	--	C	D	--	--	F	F	--	--	F	F
	75	KK St. / MM St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	B	B	--	--	B	B	--	--	D	E	--	--	D	E
	76	LL St. / MM St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	B	B	--	--	B	B	--	--	F	F	--	--	F	F
	77	FF St. / GG St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	A	B	--	--	A	B	--	--	B	E	--	--	B	F
	78	TT St. / GG St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	B	A	--	--	B	A
	79	II St. / HH St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	A
	80	HH St. / JJ St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	A
	81	II St. / JJ St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	A	A	--	--	A	A	--	--	A	A	--	--	A	A
	82	TT St. / JJ St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	A	B	--	--	A	B
	83	TT St. / UU St.	Riv. Co.	D	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	A	B	--	--	A	B

Street Segment	Jurisdiction	Allowable LOS	Existing	Project Phase 1				Project Phase 2				Project Phase 3			
				Existing + Ambient Growth		Existing + Ambient Growth + Cumulative		Existing + Ambient Growth		Existing + Ambient Growth + Cumulative		Existing + Ambient Growth		Existing + Ambient Growth + Cumulative	
			without Project	without Project	with Project	without Project	with Project	without Project	with Project	without Project	with Project	without Project	with Project	without Project	with Project
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Ramona Expressway:															
I-215 to Perris Blvd.	Perris	D	B	B	C	F	F	B	E	F	F	B	F	F	F
Perris Blvd. to Evans Rd.	Perris	D	A	A	C	F	F	A	D	F	F	A	F	F	F
Evans Rd. to Lake Perris Dr.	Perris	D	A	A	A	F	F	A	C	F	F	A	E	F	F
Lake Perris Dr. to Rider St.	Perris	D	A	A	A	E	F	A	C	F	F	A	D	F	F
Rider St. to Antelope Rd.	Riv. Co.	D	≤C	≤C	F	F	F	≤C	F	F	F	≤C	F	F	F
Antelope Rd. to Bernasconi Rd.	Riv. Co.	D	≤C	≤C	F	F	F	≤C	F	F	F	≤C	F	F	F
Bernasconi Rd. to Reservoir Ave.	Riv. Co.	D	≤C	≤C	F	F	F	≤C	F	F	F	≤C	F	F	F
Reservoir Ave. to Hansen Ave.	Riv. Co.	D	≤C	≤C	F	F	F	≤C	F	F	F	≤C	F	F	F
Hansen Ave. to Town Center Blvd.	Riv. Co.	D	≤C	≤C	F	F	F	≤C	F	F	F	≤C	F	F	F
Town Center Blvd. to Park Center Blvd.	Riv. Co.	D	≤C	≤C	E	F	F	≤C	F	F	F	≤C	F	F	F
Park Center Blvd. to Bridge St.	Riv. Co.	D	≤C	≤C	E	F	F	≤C	F	F	F	≤C	F	F	F
Bridge St. to Warren Rd.	Riv. Co.	D	≤C	≤C	E	F	F	≤C	F	F	F	≤C	F	F	F
Warren Rd. to Sanderson Ave.	San Jacinto	D	≤C	D	E	F	F	D	F	F	F	D	F	F	F
Gilman Springs Road:															
Bridge St. to SR-79	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	≤C	F	F	≤C	≤C	F	F
9th Street:															
Reservoir Ave. to Lakeview Ave.	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C
Lakeview Ave. to Yucca Ave.	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C
Yucca Avenue:															
9th Street to Hansen Avenue	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C
Rider Street:															
Evans Rd. to Ramona Exwy.	Perris	D	A	A	A	A	A	A	A	A	A	A	A	E	E
10th Street:															
West of Reservoir Ave.	Riv. Co.	D	- -	- -	≤C	E	F	- -	≤C	D	D	- -	≤C	D	E
Reservoir Ave. to Lakeview Ave.	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	D	≤C	F	≤C	F	≤C	F
Lakeview Ave. to Yucca Ave.	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	D	≤C	F	≤C	F	- -	F
Yucca Ave. to Hansen Ave.	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	D	≤C	F	≤C	F	- -	F
Nuevo Road:															
Murrieta Rd. to Evans Rd.	Perris	D	A	A	B	F	F	A	B	F	F	A	B	F	F
Evans Rd. to Dunlap Rd.	Perris	D	A	A	B	F	F	A	F	F	F	A	F	F	F
Dunlap Rd. to Foothill Ave.	Riv. Co.	D	≤C	≤C	E	F	F	≤C	F	F	F	≤C	F	F	F
Foothill Ave. to Antelope Rd.	Riv. Co.	D	≤C	≤C	D	F	F	≤C	F	F	F	≤C	F	F	F
Antelope Rd. to Menifee Rd.	Riv. Co.	D	- -	≤C	D	F	F	≤C	F	F	F	≤C	F	F	F
Menifee Rd. to Lakeview Ave.	Riv. Co.	D	≤C	≤C	D	F	F	≤C	≤C	≤C	≤C	≤C	≤C	F	F
Menifee Road:															
Mapes Rd. to Ellis Ave.	Riv. Co.	D	≤C	≤C	≤C	E	F	≤C	≤C	F	F	≤C	≤C	F	F
Ellis Ave. to San Jacinto Ave.	Riv. Co.	D	≤C	≤C	≤C	D	E	≤C	≤C	F	F	≤C	≤C	F	F
San Jacinto Ave. to Nuevo Rd.	Riv. Co.	D	≤C	≤C	≤C	≤C	D	≤C	≤C	F	F	≤C	D	F	F
Reservoir Avenue:															
Nuevo Rd. to 10th St.	Riv. Co.	D	- -	≤C	≤C	≤C	≤C	- -	E	F	F	- -	F	F	F
10th St. to 9th St.	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	≤C	E	F	≤C	≤C	D	F
9th St. to Ramona Exwy.	Riv. Co.	D	- -	≤C	≤C	F	F	≤C	≤C	F	F	≤C	≤C	F	F
Ramona Exwy. to AA St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C
Lakeview Avenue:															
Nuevo Rd. to North Dr.	Riv. Co.	D	≤C	≤C	E	F	F	≤C	≤C	≤C	≤C	≤C	≤C	F	F
North Dr. to 10th St.	Riv. Co.	D	≤C	≤C	E	F	F	≤C	≤C	≤C	≤C	≤C	≤C	F	F
10th St. to 9th St.	Riv. Co.	D	≤C	≤C	≤C	F	F	≤C	≤C	≤C	D	≤C	≤C	≤C	D
North of 9th St.	Riv. Co.	D	- -	≤C	≤C	E	F	≤C	≤C	≤C	≤C	≤C	≤C	≤C	D
Hansen Avenue:															
Contour Ave. to 10th St.	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	D	E
10th St. to Yucca Ave.	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C
Yucca Ave. to Lakeview Ave. E.	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C
Lakeview Ave. E. to Ramona Exwy.	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C
Bridge Street:															
Ramona Exwy. to Gilman Springs Rd.	Riv. Co.	D	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	≤C	E	F
Warren Road:															
Cottonwood Ave. to Ramona Exwy.	San Jacinto	D	≤C	≤C	≤C	F	F	≤C	D	F	F	≤C	F	F	F
Sanderson Avenue:															
Ramona Exwy. to Gilman Springs Rd.	San Jacinto	D	≤C	≤C	≤C	E	E	≤C	≤C	F	F	≤C	D	F	F
AA Street:															
Reservoir Ave. to NN St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C
NN St. to CC St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C
BB Street:															
NN St. to CC St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C
CC St. to School	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C
PP Street:															
School to QQ St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C
NN Street:															
BB St. to AA St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C
CC Street:															
BB St. to AA St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C
QQ Street:															
Ramona Exwy. to PP St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	F
SS Boulevard:															
Hansen Ave. to MM St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	D	- -	F	- -	F	- -	F
MM St. to Town Center-Park Center Blvd.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	F	- -	F	- -	F	- -	F
Town Center Boulevard:															
Ramona Expwy. to SS Blvd.-RR St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	F	- -	F	- -	F	- -	F
Park Center Boulevard:															
SS Blvd.-RR St. to EE St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	F	- -	F	- -	F
EE St. to MM St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	D	- -	D	- -	D
MM St. to FF St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	F	- -	F	- -	F
FF St. to Ramona Exwy.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	F	- -	F	- -	F
RR Street:															
Town Center-Park Center Blvd. to DD St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	≤C
DD Street:															
RR St. to EE St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C
EE Street:															
Park Center Blvd. to FF St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C
FF St. to DD St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C
FF Street:															
EE St. to Park Center Blvd.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	≤C	- -	D	- -	D
Park Center Blvd. to GG St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	≤C	- -	E	- -	E
MM Street:															
SS Blvd. to OO St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	F	- -	F
OO St. to KK St.	Riv. Co.	D	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C	- -	E	- -	E
KK St. to LL St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C
LL St. to Park Center Blvd.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	≤C	- -	D	- -	D
GG Street:															
FF St. to TT St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C
TT St. to II St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C
HH Street:															
II St. to JJ St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C
JJ Street:															
TT St. to II St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	≤C	- -	≤C
II St. to HH St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C
II Street:															
GG St.-HH St. to JJ St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	≤C	- -	≤C	- -	≤C	- -	≤C
TT Street:															
GG St. to UU St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	≤C	- -	≤C
UU St. to JJ St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	≤C	- -	≤C
UU Street:															
VV St. to TT St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	≤C	- -	≤C
VV Street:															
Park Center Blvd. to UU St.	Riv. Co.	D	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	≤C	- -	≤C

Environmental Impacts Before Mitigation – Alternative 1

For informational purposes, and because the County-led General Plan Amendment to the Circulation Element is reasonably foreseeable, the Alternative 1 analysis is presented in the following section. The Alternative 1 analysis focuses on the first threshold only (i.e., LOS and increases in ADT), as the road associated with maintenance, operational safety, and construction would be similar to the Base Case.

Alternative 1

Alternative 1 could affect the project in the future and is reasonably foreseeable, therefore it is considered in this EIR. Alternative 1 refers to a County-led General Plan Amendment (GPA) which includes changes to the classifications of Ramona Expressway and other streets, including Ramona Expressway as a grade-separated Expressway from west of Warren Road in San Jacinto to east of Rider Avenue in Perris. Alternative 1 analysis evaluates the same project phases and the same cumulative projects as the Base Case. The Alternative 1 scenario for project Phases 1, 2, and 3 assumes existing intersection controls, intersection geometrics, and through traffic lanes and assumes that the proposed Riverside County-led General Plan Circulation Element amendment is adopted.

Phase 1 (2009–2012)

As with the Base Case, Alternative 1 Phase 1 analysis includes the following proposed developments:

- 860 Medium-High Density Residential Dwelling Units
- 1,580 High Density Residential Dwelling Units
- 190 Very High Density Residential Dwelling Units
- 1 Elementary School
- 100 Thousand Square Feet of Retail
- 107.5 Acres of Park

Phase 1 of the proposed project is projected to generate approximately 21,750 daily external trips-ends, including 1,239 external trip-ends during the AM peak hour and 1,958 external trip-ends during the PM peak hour.

By completion of Phase 1, the Alternative 1 scenario assumes the following roadway system changes are in place:

- Ramona Expressway is a limited access grade separated facility from Antelope Road (existing General Plan location) to Warren Road.
- Antelope Road at-grade connection at Ramona Expressway at the existing General Plan location.

- Reservoir Avenue connection from 10th Street to Ramona Expressway with an interchange at Ramona Expressway.
- Lakeview Avenue disconnected at Ramona Expressway.
- Davis Road / Hansen Avenue disconnected at Ramona Expressway.
- Town Center Boulevard interchange at Ramona Expressway.
- Park Center Boulevard interchange at Ramona Expressway (north side only).
- Bridge Street disconnected at Ramona Expressway.
- Warren Road connection from Ramona Expressway to Gilman Springs Road.
- Placentia Avenue interchange at I-215.

Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development Without Project Conditions

To evaluate the effect of reasonably foreseeable projects projected to be built within the project vicinity under Alternative 1 Phase 1 conditions, this analysis includes existing area traffic, which has been increased by a 1% per year growth rate, and cumulative development traffic, without project traffic. The 28 intersections shown in **Table 5.14-AG, Intersection Level of Service – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development Without Project,** are projected to operate at an unacceptable level of service. Thus, impacts to intersections would be **significant without mitigation** even without the project.

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development without Project conditions. The segments shown in **Table 5.14-AH, Street Segment Level of Service – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development Without Project** are expected to operate at an unacceptable level of service. Thus significant impacts will result on Ramona Expressway between I-215 and Sanderson Avenue, on 10th Street west of Reservoir Ave. to Lakeview Ave., Nuevo Road between Murrieta Road and Lakeview Ave., Menifee Road between Mapes Road and Ellis Avenue, Reservoir Avenue between 9th Street and Ramona Expressway, Lakeview Avenue between Nuevo Road and north of 9th Street, Warren Road between Cottonwood and Ramona Expressway, and Sanderson between Ramona Expressway and Gilman Springs Road. Thus, without the project, both intersections and roadway segments would fail due to cumulative development.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-19, Estimated Average Daily Traffic (ADT) – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development Without Project**. The increase from existing daily traffic is significant when **Figure 5.14-19** is compared to **Figure 5.14-5, Existing ADT**.

Table 5.14-AG, Intersection Level of Service – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour Delay[2] (seconds)	AM Peak Hour LOS	PM Peak Hour Delay[2] (seconds)	PM Peak Hour LOS	Traffic Control Status[1]	AM Peak Hour Delay[2] (seconds)	AM Peak Hour LOS	PM Peak Hour Delay[2] (seconds)	PM Peak Hour LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	99.2	F	OFL	F	Signal	25.2	C	66.9	E
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	107.2	F	100.6	F	Signal	14.6	B	21.6	C
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	107.7	F	OFL	F	Signal	46.0	D	69.6	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	47.0	D	35.9	D
6	Rider St. / Ramona Exwy.	Perris/E	Signal	33.3	C	153.1	F	Signal	18.1	B	30.3	C
7	Antelope Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	34.2	C	47.6	D
9a	Reservoir Ave. / Ramona WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	31.6	C	35.7	D
9b	Reservoir Ave. / Ramona EB Ramps	Riv. Co./D	TWSC	29.4	D	OFL	F	Signal	10.5	B	19.3	B
17	Warren Rd. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	40.8	D	51.4	D
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	197.2	F	OFL	F	Signal	51.3	D	46.0	D
20	Warren Rd. / Gilman Springs Rd.	Riv. Co./D	TWSC	90.7	F	105.9	F	Signal	15.6	B	15.9	B
21	SR-79 SB Ramps/Gilman Springs Rd.	Riv. Co./D	TWSC	127.5	F	OFL	F	Signal	41.3	D	33.3	C
22	SR-79 NB Ramps/Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.6	C	20.4	C
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	26.3	C	37.6	D
26	Lakeview Ave. / 9th St.	Riv. Co./D	AWSC	18.1	C	50.3	F	AWSC	11.4	B	14.4	B
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	42.6	D	54.8	D
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	47.1	D	43.4	D
41	North Dr. / Lakeview Ave.	Riv. Co./D	TWSC	60.2	F	108.5	F	Signal	5.9	A	4.5	A
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	33.7	C	40.4	D

Table 5.14-AG, Intersection Level of Service – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	16.9	B	19.2	B
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	18.2	B	20.8	C
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	19.4	B	21.9	C
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	37.3	D	42.0	D
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	36.9	D	47.2	D
50	Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	23.7	C	41.1	D
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	71.7	F	192.3	F	Signal	36.1	D	43.4	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	28.9	C	32.8	C
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	154.9	F	OFL	F	Signal	14.5	B	24.9	C

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control
[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-AH, Street Segment Level of Service – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development Without Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	47,300	Expressway	4	1.16	F	Expressway	6	0.77	C
Perris Blvd. to Evans Rd.	Perris/D	46,600	Expressway	4	1.14	F	Expressway	6	0.76	C
Evans Rd. to Lake Perris Dr.	Perris/D	41,300	Expressway	4	1.01	F	Expressway	6	0.67	B
Lake Perris Dr. to Rider St.	Perris/D	40,800	Expressway	4	1.00	E	Expressway	6	0.67	B
Rider St. to Antelope Rd.	Riv. Co./D	47,700	Expressway	2	2.41	F	Expressway	6	0.78	≤C
Antelope Rd. to Reservoir Ave.	Riv. Co./D	44,200	Freeway	2	1.15	F	Freeway	4	0.58	≤C
Reservoir Ave. to Town Center Blvd.	Riv. Co./D	45,900	Freeway	2	1.20	F	Freeway	4	0.60	≤C
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	44,100	Freeway	2	1.15	F	Freeway	4	0.58	≤C
Park Center Blvd. to Warren Rd.	Riv. Co./D	44,600	Freeway	2	1.16	F	Freeway	4	0.58	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	34,200	Expressway	2	1.73	F	Expressway	4	0.84	D
10th Street										
West of Reservoir Ave.	Riv. Co./D	17,000	Major	2	0.99	E	Major	4	0.50	≤C
Reservoir Ave. to Lakeview Ave.	Riv. Co./D	9,500	Major	2	0.56	≤C	Major	2	0.56	<C
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	36,600	Arterial	2	2.03	F	Arterial	6	0.68	B
Evans Rd. to Dunlap Rd.	Perris/D	35,700	Arterial	2	1.98	F	Arterial	6	0.66	B
Dunlap Rd. to Foothill Ave.	Riv. Co./D	38,700	Urban Arterial	2	2.15	F	Urban Arterial	6	0.72	≤C
Foothill Ave. to Antelope Rd.	Riv. Co./D	36,300	Urban Arterial	2	2.02	F	Urban Arterial	6	0.67	≤C
Antelope Rd. to Menifee Rd.	Riv. Co./D	31,400	Urban Arterial	2	1.74	F	Urban Arterial	4	0.87	D
Menifee Rd. to Lakeview Ave.	Riv. Co./D	26,700	Urban Arterial	2	1.48	F	Urban Arterial	4	0.74	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	16,900	Urban Arterial	2	0.94	E	Urban Arterial	4	0.47	≤C
Reservoir Avenue										
9th St. to Ramona Exwy.	Riv. Co./D	30,000	Urban Arterial	2	1.67	F	Urban Arterial	4	0.84	D
Lakeview Avenue										
Nuevo Rd. to North Dr.	Riv. Co./D	22,100	Collector	2	1.70	F	Secondary	4	0.85	D
North Dr. to 10th St.	Riv. Co./D	21,900	Collector	2	1.68	F	Secondary	4	0.85	D
10th St. to 9th St.	Riv. Co./D	13,200	Collector	2	1.02	F	Secondary	4	0.51	≤C
North of 9th St.	Riv. Co./D	12,900	Collector	2	0.99	E	Secondary	4	0.50	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	23,300	Arterial	2	1.29	F	Arterial	4	0.65	≤C
Sanderson Avenue										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	37,900	Expressway	4	0.93	E	Expressway	6	0.62	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

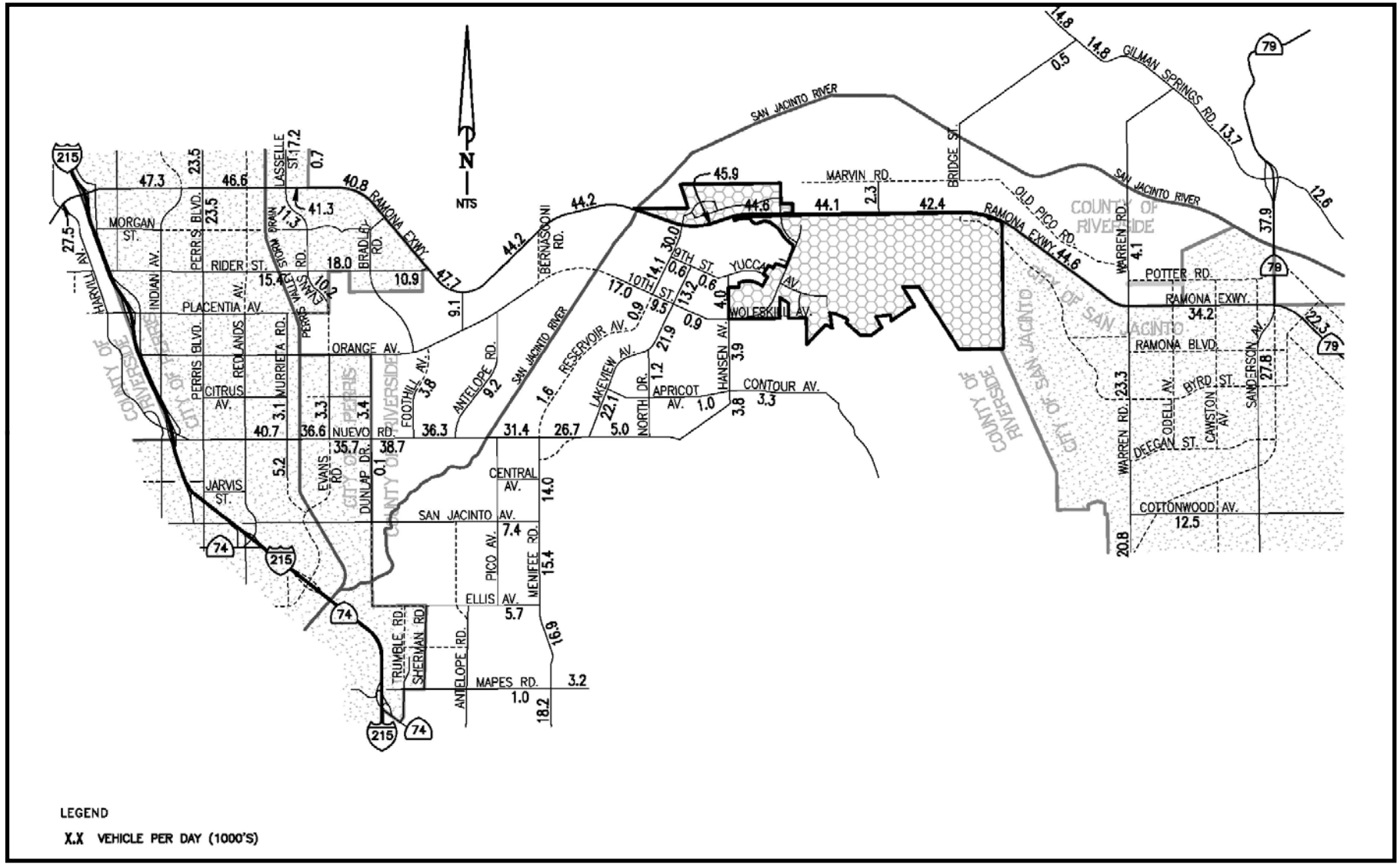


Figure 5.14-19

Estimated Average Daily Traffic (ADT) - Alternative 1 Phase 1
Existing Plus Ambient Growth Plus Cumulative Development Without Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project Conditions

To evaluate the project's impacts under Alternative 1 when considered with other reasonably foreseeable projects in the study area, this analysis includes existing area traffic, which has been increased by a 1% per year growth rate, cumulative development traffic and Phase 1 project traffic. The 30 intersections shown in **Table 5.14-AI, Intersection Level of Service – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project,** are projected to operate at an unacceptable level of service. Therefore, the project contributes to the failure of two additional intersections when added to the cumulative traffic. This would be considered a **significant impact without mitigation**.

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development With Project conditions. The segments shown in **Table 5.14-AJ, Street Segment Level of Service – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project** are expected to operate at an unacceptable level of service. Thus significant impacts will result on Ramona Expressway between I-215 and Sanderson Avenue, on 10th Street west of Reservoir Ave. to Lakeview Ave., Nuevo Road between Murrieta Road and Lakeview Ave., Menifee Road between Mapes Road and San Jacinto Avenue, Reservoir Avenue between 9th Street and Ramona Expressway, Lakeview Avenue between Nuevo Road and north of 9th Street, Warren Road between Cottonwood and Ramona Expressway, and Sanderson between Ramona Expressway and Gilman Springs Road. Thus, both intersections and roadway segments would fail due to cumulative plus project development.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-20a, Estimated Average Daily Traffic (ADT) – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project** and **Figure 5.14-20b, Estimated Average Daily Traffic (ADT) – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project**. The increase from existing daily traffic is significant when **Figure 5.14-19** is compared to **Figure 5.14-5, Existing ADT**.

Table 5.14-AI, Intersection Level of Service – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	118.5	F	OFL	F	Signal	22.0	C	63.7	E
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	145.3	F	124.4	F	Signal	37.4	D	49.2	D
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	135.7	F	OFL	F	Signal	51.7	D	78.8	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	59.0	E	47.8	D
6	Rider St. / Ramona Exwy.	Perris/E	Signal	52.3	D	OFL	F	Signal	20.9	C	71.2	E
7	Antelope Rd. / Ramona Exwy.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	31.2	C	51.6	D
9a	Reservoir Ave. / Ramona WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	35.5	D	40.5	D
9b	Reservoir Ave. / Ramona EB Ramps	Riv. Co./D	TWSC	121.8	F	OFL	F	Signal	10.5	B	27.7	C
12a	Town Center Blvd. / Ramona WB Ramps	Riv. Co./D	TWSC	16.3	C	105.0	F	Signal	13.7	B	20.0	C
12b	Town Center. Blvd. / Ramona EB Ramps	Riv. Co./D	TWSC	14.2	B	OFL	F	Signal	15.5	B	29.7	C
17	Warren Rd. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	41.3	D	55.0	D
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	54.4	D	53.1	D
20	Warren Rd. / Gilman Springs Rd.	Riv. Co./D	TWSC	195.4	F	OFL	F	Signal	19.5	B	21.1	C
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	127.5	F	OFL	F	Signal	41.3	D	33.3	C
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.6	C	20.4	C
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	28.6	C	49.6	D
26	Lakeview Ave. / 9th St.	Riv. Co./D	AWSC	33.7	D	122.4	F	AWSC	13.2	B	20.8	C
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	44.4	D	19.4	B

Table 5.14-AI, Intersection Level of Service – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	41.4	D	48.6	D
41	North Dr. / Lakeview Ave.	Riv. Co./D	TWSC	165.6	F	OFL	F	Signal	8.8	A	14.0	B
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	23.9	C	26.9	C
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	18.8	B	26.6	C
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	20.7	C	28.6	C
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	22.0	C	32.3	C
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	28.9	C	24.7	C
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	27.6	C	39.0	D
50	Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	17.5	B	16.7	B
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	89.5	F	OFL	F	Signal	40.7	D	49.5	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	30.8	C	34.7	C
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	14.9	B	27.9	C

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-AJ, Street Segment Level of Service – Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Development With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	53,500	Expressway	4	1.31	F	Expressway	6	0.87	D
Perris Blvd. to Evans Rd.	Perris/D	53,900	Expressway	4	1.32	F	Expressway	6	0.88	D
Evans Rd. to Lake Perris Dr.	Perris/D	49,400	Expressway	4	1.21	F	Expressway	6	0.81	D
Lake Perris Dr. to Rider St.	Perris/D	49,000	Expressway	4	1.20	F	Expressway	6	0.80	C
Rider St. to Antelope Rd.	Riv. Co./D	56,300	Expressway	2	2.84	F	Expressway	8	0.69	≤C
Antelope Rd. to Reservoir Ave.	Riv. Co./D	53,000	Freeway	2	1.38	F	Freeway	4	0.69	≤C
Reservoir Ave. to Town Center Blvd.	Riv. Co./D	54,700	Freeway	2	1.43	F	Freeway	4	0.72	≤C
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	51,100	Freeway	2	1.33	F	Freeway	4	0.67	≤C
Park Center Blvd. to Warren Rd.	Riv. Co./D	51,000	Freeway	2	1.33	F	Freeway	4	0.67	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	36,700	Expressway	2	1.85	F	Expressway	4	0.90	D
10th Street										
West of Reservoir Ave.	Riv. Co./D	17,200	Major	2	1.01	F	Major	4	0.50	≤C
Reservoir Avenue to Lakeview Ave.	Riv. Co./D	9,800	Major	2	0.57	≤C	Major	2	0.57	<C
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	41,600	Arterial	2	2.31	F	Arterial	6	0.77	C
Evans Rd. to Dunlap Rd.	Perris/D	40,700	Arterial	2	2.26	F	Arterial	6	0.76	C
Dunlap Rd. to Foothill Ave.	Riv. Co./D	43,700	Urban Arterial	2	2.43	F	Urban Arterial	6	0.81	D
Foothill Ave. to Antelope Rd.	Riv. Co./D	41,400	Urban Arterial	2	2.30	F	Urban Arterial	6	0.77	≤C
Antelope Rd. to Menifee Rd.	Riv. Co./D	36,500	Urban Arterial	2	2.03	F	Urban Arterial	6	0.68	≤C
Menifee Rd. to Lakeview Ave.	Riv. Co./D	33,300	Urban Arterial	2	1.85	F	Urban Arterial	6	0.62	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	18,100	Urban Arterial	2	1.01	F	Urban Arterial	4	0.50	≤C
Ellis Ave. to San Jacinto Ave.	Riv. Co./D	16,600	Urban Arterial	2	0.92	E	Urban Arterial	4	0.46	≤C
Reservoir Avenue										
9th St. to Ramona Exwy.	Riv. Co./D	33,700	Urban Arterial	2	1.87	F	Urban Arterial	6	0.63	≤C
Lakeview Avenue										
Nuevo Rd. to North Dr.	Riv. Co./D	28,700	Collector	2	2.21	F	Major	4	0.84	D
North Dr. to 10th St.	Riv. Co./D	28,500	Collector	2	2.19	F	Major	4	0.84	D
10th St. to 9th St.	Riv. Co./D	16,000	Collector	2	1.23	F	Secondary	4	0.62	≤C
North of 9th St.	Riv. Co./D	16,000	Collector	2	1.23	F	Secondary	4	0.62	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	25,800	Arterial	2	1.43	F	Arterial	4	0.72	≤C
Sanderson Avenue										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	39,500	Expressway	4	0.97	E	Expressway	6	0.64	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

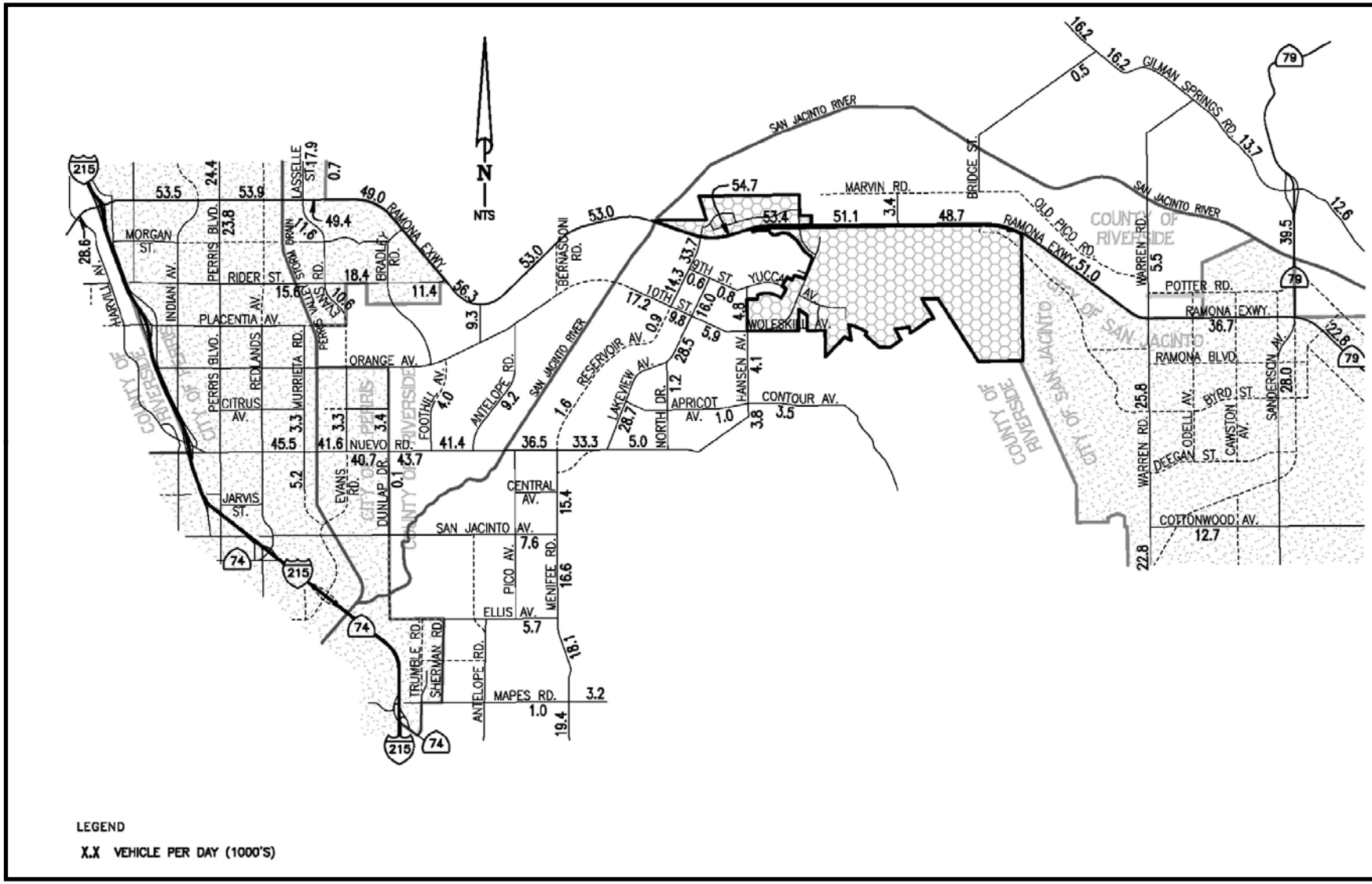


Figure 5.14-20a

Estimated Average Daily Traffic (ADT) - Alternative 1 Phase 1
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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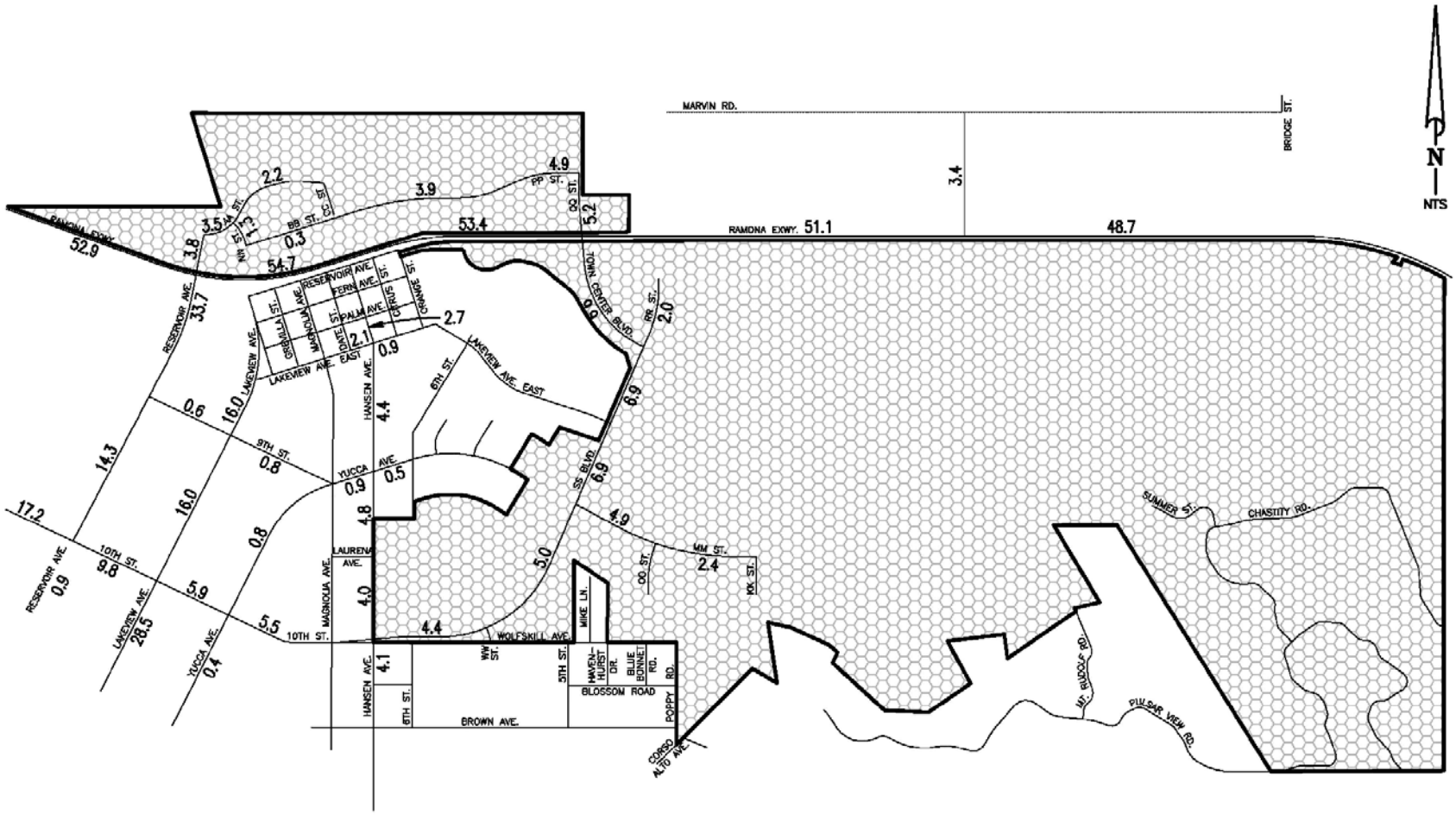


Figure 5.14-20b

Estimated Average Daily Traffic (ADT) - Alternative 1 Phase 1
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Alternative 1 Phase 1 Impacts With Mitigation

Tables 5.14-AI and 5.14-AJ include columns which identify the LOS conditions which would exist "with mitigation." The mitigation measures listed below are assumed in the analysis for "with mitigation." **Table 5.14-AJ** indicates that all roadway segments operate at LOS D or better with mitigation, while **Table 5.14-AI** indicates four intersections located within the city of Perris operate at LOS E when ambient growth, Phase 1 project traffic and all other reasonably foreseeable cumulative projects' traffic are considered. The City of Perris General Plan allows LOS E at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 Freeway ramps. As shown in **Table 5.14-AI**, all four intersections projected to operate at LOS E with Phase 1 traffic are intersections which fall under this allowance. Therefore, impacts will be **less than significant with mitigation measures** listed below.

I-215 SB Ramps/Ramona Expressway
Perris Blvd. (Arterial)/ Ramona Expressway
Evans Road (Arterial)/Ramona Expressway
Rider Street (Secondary Arterial)/Ramona Expressway

Mitigation Measures

A number of the Base Case Mitigation Measures would apply to Alternative 1. Mitigation measures **MM Trans 1,** and **MM Trans 4** through **MM Trans 6,** are related to on-site roadways and would apply to Alternative 1 as well as the Base Case. Mitigation measures **MM Trans 24** and **MM Trans 25,** related to operations and safety, would apply to Alternative 1, also. The project would be required to contribute its "fair share" of fees, or improvements in lieu of fees, for off-site cumulative impacts pursuant to **MM Trans 26** through **MM Trans 29**.

If Alternative 1 were implemented at some point during the process of development of THE VILLAGES OF LAKEVIEW, the following mitigation measures would apply to achieve less than significant effects:

Roadways

With or without the project, it is assumed for Alternative 1 that Ramona Expressway will need to be built as a 4-lane Freeway from east of Rider Street to west of Warren Road. **Table 5.14-AK, Summary of Street Segment Improvements – Alternative 1 Phase 1 Existing plus Ambient Growth plus Project plus Cumulative Conditions** identifies this and all other roadway segment improvements that would be required to mitigate traffic impacts, both with and without the project.

Table 5.14-AK, Summary of Street Segment Improvements – Alternative 1 Phase 1 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lanes	Classification	Lanes	Classification	Lanes
Ramona Expressway						
I-215 to Perris Boulevard	Expressway	4	Expressway	***6***	Expressway	6
Perris Boulevard to Evans Road	Expressway	4	Expressway	***6***	Expressway	6
Evans Road to Lake Perris Dr	Expressway	4	Expressway	***6***	Expressway	6
Lake Perris Drive to Rider Street	Expressway	4	Expressway	***6***	Expressway	6
Rider Street to Antelope Road	Expressway	2	Expressway	***6***	Expressway	***8***
Antelope Road to Reservoir Avenue	Expressway	2	***Freeway***	***4***	Freeway	4
Reservoir Avenue to Town Center Blvd	Expressway	2	***Freeway***	***4***	Freeway	4
Town Center Blvd to Park Center Blvd	Expressway	2	***Freeway***	***4***	Freeway	4
Park Center Blvd to Warren Road	Expressway	2	***Freeway***	***4***	Freeway	4
Warren Road to Sanderson Avenue	Expressway	2	Expressway	***4***	Expressway	4
Gilman Springs Road						
Bridge Street to Warren Road	Arterial	2	Arterial	2	Arterial	2
Warren Road to SR-79	Arterial	2	Arterial	2	Arterial	2
9th Street						
Reservoir Avenue to Lakeview Avenue	Secondary	2	Secondary	2	Secondary	2
Lakeview Avenue to Yucca Avenue	Secondary	2	Secondary	2	Secondary	2
Yucca Avenue						
9th Street to Hansen Avenue	Secondary	2	Secondary	2	Secondary	2
Rider Street						
Evans Road to Ramona Expressway	Arterial	4	Arterial	4	Arterial	4
10th Street						
West of Reservoir Avenue	Major	0	Major	***4***	Major	4
Reservoir Avenue to Lakeview Avenue	Major	2	Major	2	Major	2
Lakeview Avenue to Yucca Avenue	Major	2	Major	2	Major	2
Yucca Avenue to Hansen Avenue	Major	2	Major	2	Major	2
Nuevo Road						
Murrieta Road to Evans Road	Arterial	2	Arterial	***6***	Arterial	6
Evans Road to Dunlap Road	Arterial	2	Arterial	***6***	Arterial	6
Dunlap Road to Foothill Avenue	Urban Arterial	2	Urban Arterial	***6***	Urban Arterial	6
Foothill Avenue to Antelope Road	Urban Arterial	2	Urban Arterial	***6***	Urban Arterial	6
Antelope Road to Menifee Road	Urban Arterial	2	Urban Arterial	***4***	Urban Arterial	***6***
Menifee Road to Lakeview Avenue	Urban Arterial	2	Urban Arterial	***4***	Urban Arterial	***6***
Menifee Road						
Mapes Road to Ellis Avenue	Urban Arterial	2	Urban Arterial	***4***	Urban Arterial	4
Ellis Avenue to San Jacinto Avenue	Urban Arterial	2	Urban Arterial	2	Urban Arterial	***4***
San Jacinto Avenue to Nuevo Road	Urban Arterial	2	Urban Arterial	2	Urban Arterial	2
Reservoir Avenue						

Table 5.14-AK, Summary of Street Segment Improvements – Alternative 1 Phase 1 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lanes	Classification	Lanes	Classification	Lanes
10th Street to 9th Street	Urban Arterial	2	Urban Arterial	2	Urban Arterial	2
9th Street to Ramona Expressway	Urban Arterial	0	Urban Arterial	***4***	Urban Arterial	***6***
Ramona Expressway to AA Street	DNE	0	DNE	0	***Collector***	***2***
Lakeview Avenue						
Nuevo Road to North Drive	Collector	2	***Secondary***	***4***	***Major***	4
North Drive to 10th Street	Collector	2	***Secondary***	***4***	***Major***	4
10th Street to 9th Street	Collector	2	***Secondary***	***4***	Secondary	4
North of 9th Street	Collector	2	***Secondary***	***4***	Secondary	4
Hansen Avenue						
Contour Avenue to 10th Street	Major	2	***Collector***	2	Collector	2
10th Street to Yucca Avenue	Major	2	***Collector***	2	Collector	2
Yucca Avenue to Lakeview Ave E	Major	2	***Collector***	2	Collector	2
Lakeview Ave E to Ramona Expressway	Major	2	***Collector***	2	Collector	2
Warren Road						
Cottonwood Ave to Ramona Exwy	Arterial	2	Arterial	***4***	Arterial	4
Ramona Exwy to Gilman Springs Road	DNE	0	***Major***	***2***	Major	2
Sanderson Avenue (SR-79)						
Ramona Exwy to Gilman Springs Road	Expressway	4	Expressway	***6***	Expressway	6
AA Street						
Reservoir Avenue to NN Street	DNE	0	DNE	0	***Collector***	***2***
NN Street to CC Street	DNE	0	DNE	0	***Collector***	***2***
BB Street						
NN Street to CC Street	DNE	0	DNE	0	***Collector***	***2***
CC Street to School	DNE	0	DNE	0	***Collector***	***2***
PP Street						
School to QQ Street	DNE	0	DNE	0	***Collector***	***2***
NN Street						
BB Street to AA Street	DNE	0	DNE	0	***Collector***	***2***
CC Street						
BB Street to AA Street	DNE	0	DNE	0	***Collector***	***2***
QQ Street						
Ramona Expressway to PP Street	DNE	0	DNE	0	***Secondary***	***2***
SS Boulevard						
Hansen Avenue to MM Street	DNE	0	DNE	0	***Arterial***	***2***
MM St to Town Center / Park Center Blvd	DNE	0	DNE	0	***Secondary***	***2***
Town Center Boulevard						
Ramona Exwy to SS Blvd / RR Street	DNE	0	DNE	0	***Secondary***	***2***
RR Street						

Table 5.14-AK, Summary of Street Segment Improvements – Alternative 1 Phase 1 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lanes	Classification	Lanes	Classification	Lanes
Town Center / Park Center Blvd to DD St	DNE	0	DNE	0	***Collector***	***2***
MM Street						
SS Boulevard to OO Street	DNE	0	DNE	0	***Secondary***	***2***
OO Street to KK Street	DNE	0	DNE	0	***Secondary***	***2***

Intersections

The following improvements would be required to mitigate for Phase 1 cumulative impacts without the project, if the Alternative 1 County-led GPA were adopted:

Alternative 1 Phase 1 Existing plus Ambient Growth plus Cumulative Scenario:

- Construct the signalized intersection of Reservoir Avenue and Ramona Westbound Ramps to include the following geometrics:
  Northbound: One left turn lane. Two through lanes.
  Southbound: One through lane. One shared through and right turn lane.
  Eastbound: Not applicable.
  Westbound: One left turn lane. One shared left turn and through lane.

- Construct the signalized intersection of Reservoir Avenue and Ramona Eastbound Ramps to include the following geometrics:
  Northbound: Two through lanes. One right turn lane.
  Southbound: Two through lanes. One right turn lane.
  Eastbound: One shared left turn and right turn lane. One right turn lane.
  Westbound: Not applicable.

- Construct the intersection of Town Center Boulevard and Ramona Westbound Ramps to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: Not applicable.
  Westbound: One shared left turn and right turn lane. Stop controlled.

- Construct the intersection of Town Center Boulevard and Ramona Eastbound Ramps to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
  Westbound: Not applicable.

- Construct the intersection of Park Center Boulevard and Ramona Westbound Ramps to include the following geometrics:
  Northbound: One left turn lane. One through lane.
  Southbound: One shared through and right turn lane.
  Eastbound: Not applicable.
  Westbound: One shared left turn, through, and right turn lane. Stop controlled.

- Construct the intersection of Park Center Boulevard and Ramona Eastbound Ramps to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
  Westbound: Not applicable.

The following improvements, in addition to those listed above, would be required to mitigate for cumulative impacts with the project, if the Alternative 1 County-led GPA were adopted:

Phase 1 Alternative 1 Existing plus Ambient Growth plus Project plus Cumulative Scenario:

- Construct the signalized intersection of Town Center Boulevard and Ramona Westbound Ramps to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: Not applicable.
  Westbound: One shared left turn and right turn lane.

- Construct the signalized intersection of Town Center Boulevard and Ramona Eastbound Ramps to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: One shared left turn, through, and right turn lane.
  Westbound: Not applicable.

- Construct the intersection of Reservoir Avenue and AA Street to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One shared left turn and through lane.
  Eastbound: Not applicable.
  Westbound: One shared left turn and right turn lane. Stop controlled.

- Construct the intersection of AA Street and NN Street to include the following geometrics:
  Northbound: One shared left turn and right turn lane. Stop controlled.
  Southbound: Not applicable.
  Eastbound: One shared through and right turn lane.
  Westbound: One shared left turn and through lane.

- Construct the intersection of CC Street and BB Street to include the following geometrics:
  Northbound: Not applicable.
  Southbound: One shared left turn and right turn lane. Stop controlled.
  Eastbound: One shared left turn and through lane.
  Westbound: One shared through and right turn lane.

- Construct the intersection of School Access and PP Street to include the following geometrics:
  Northbound: Not applicable.
  Southbound: One shared left turn and right turn lane. Stop controlled.
  Eastbound: One shared left turn and through lane.
  Westbound: One shared through and right turn lane.

- Construct the intersection of QQ Street and PP Street to include the following geometrics:
  Northbound: One shared left turn and right turn lane.
  Southbound: Not applicable.
  Eastbound: One shared through and right turn lane. Stop controlled.
  Westbound: One shared left turn and through lane. Stop controlled.

- Construct the intersection of Hansen Avenue and Project Access to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One shared left turn and through lane.
  Eastbound: Not applicable.
  Westbound: One shared left turn and right turn lane. Stop controlled.

- Construct the intersection of WW Street and Wolfskill Avenue to include the following geometrics:
  Northbound: Not applicable.
  Southbound: One shared left turn and right turn lane. Stop controlled.
  Eastbound: One shared left turn and through lane.
  Westbound: One shared through and right turn lane.

- Construct the intersection of WW Street and SS Boulevard to include the following geometrics:
  Northbound: One shared left turn and right turn lane. Stop controlled.
  Southbound: Not applicable.
  Eastbound: One shared through and right turn lane.
  Westbound: One shared left turn and through lane.

- Construct the intersection of SS Boulevard and Project Access to include the following geometrics:
  Northbound: One shared left turn, through, and right turn lane. Stop controlled.
  Southbound: One shared left turn, through, and right turn lane. Stop controlled.
  Eastbound: One shared left turn, through, and right turn lane.
  Westbound: One shared left turn, through, and right turn lane.

- Construct the intersection of SS Boulevard and MM Street to include the following geometrics:
  Northbound: One shared left turn, through, and right turn lane.
  Southbound: One shared left turn, through, and right turn lane.
  Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
  Westbound: One shared left turn, through, and right turn lane. Stop controlled.

- Construct the intersection of SS Boulevard and Lakeview Avenue to include the following geometrics:
  Northbound: One shared left turn and through lane.
  Southbound: One shared through and right turn lane.
  Eastbound: One shared left turn and right turn lane. Stop controlled.
  Westbound: Not applicable.

- Construct the intersection of Town Center Boulevard and Retail Access to include the following geometrics:

Northbound: One shared through and right turn lane.
Southbound: One shared left turn and through lane.
Eastbound: Not applicable.
Westbound: One shared left turn and right turn lane. Stop controlled.

• Construct the intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics:
Northbound: One shared left turn and through lane. Stop controlled.
Southbound: One shared through and right turn lane. Stop controlled.
Eastbound: One shared left turn and right turn lane.
Westbound: Not applicable.

Summary of Environmental Effects After Mitigation Measures are Implemented – Alternative 1 Phase 1

The above analysis shows that implementation of the applicable Base Case mitigation measures, the mitigation measures listed above, and payment of fees to address off-site infrastructure, will mitigate potential impacts to all intersections and roadway segments. Effects would be less than significant if all mitigation was in place by the end of Phase 1. As identified in the Base Case analysis, at the time Phase 1 of the project is operational, it is not known which of the off-site regional improvements will be constructed. Therefore, there is a possibility that project-generated traffic will result in temporary project-specific and cumulatively significant impacts to levels of service in the project vicinity.

Alternative 1 - Phase 2 (2012-2016)

As with the Base Case, Phase 2 analysis includes the following proposed developments:

- 1,550 Medium-High Density Residential Dwelling Units
- 2,500 High Density Residential Dwelling Units
- 2,720 Very High Density Residential Dwelling Units
- 2 Elementary School
- 300 Thousand Square Feet of Retail
- 143.7 Acres of Park

Phase 2 of the proposed project is projected to generate approximately 51,487 daily external trips-ends, including 3,148 external trip-ends during the AM peak hour, and 4,644 external trip-ends during the PM peak hour.

By completion of Phase 2, the Alternative 1 scenario assumes the following roadway system changes are in place:

- Ramona Expressway is a limited access grade separated facility from the city of Perris to the city of San Jacinto.
- Antelope Road interchange at Ramona Expressway at the proposed General Plan Circulation amendment location.

- Reservoir Avenue connection from Nuevo Road to Ramona Expressway with an interchange at Ramona Expressway.
- Lakeview Avenue disconnected at Ramona Expressway.
- Davis Road / Hansen Avenue disconnected at Ramona Expressway.
- Town Center Boulevard interchange at Ramona Expressway.
- Park Center Boulevard interchange at Ramona Expressway.
- Bridge Street disconnected at Ramona Expressway.
- Warren Road connection from Ramona Expressway to Gilman Springs Road with an interchange at Ramona Expressway.
- Orange Avenue/10th Street connection from the city of Perris to Reservoir Avenue.
- Realignment of Nuevo Road east of Menifee Road/Reservoir Avenue.
- Placentia Avenue interchange at I-215.
- Ellis Avenue/Evans Road interchange at I-215.

Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project Conditions

To evaluate the effect of reasonably foreseeable projects projected to be built within the project vicinity under Alternative 1 Phase 2 conditions, this analysis includes existing area traffic, which has been increased by a 1% per year growth rate, and cumulative development traffic, without project traffic. The 40 intersections shown in **Table 5.14-AL, Intersection Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project,** are projected to operate at an unacceptable level of service. Thus, potential impacts to intersection LOS is **significant without mitigation**, even without the project.

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development Without Project conditions. The segments shown in **Table 5.14-AM, Street Segment Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project** are projected to operate at an unacceptable level of service. Thus significant impacts will result on Ramona Expressway between I-215 and Sanderson Avenue, on Gilman Springs Road between Bridge Street and SR-79, on Orange Avenue between Redlands Avenue to east of Bernasconi Road, on 10th Street west of Reservoir Ave. to Lakeview Ave., Nuevo Road between Murrieta Road and Menifee Road, Menifee Road between Mapes Road and Nuevo Road, Reservoir Avenue between 9th Street and Ramona Expressway, and Nuevo Road to 10th Street, Lakeview Avenue between Nuevo Road and north of 9th Street Warren Road between Cottonwood and Ramona Expressway, and Sanderson between Ramona Expressway and Gilman Springs Road. Thus, without the project, both intersections and roadway segments would fail due to cumulative development.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-21, Estimated Average Daily Traffic (ADT) – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project**. The increase from existing daily traffic is significant when **Figure 5.14-21** is compared to **Figure 5.14-5, Existing ADT**.

Table 5.14-AL, Intersection Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	146.2	F	OFL	F	Signal	33.8	C	77.0	E
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	149.6	F	159.3	F	Signal	46.8	D	59.0	E
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	157.2	F	OFL	F	Signal	44.8	D	74.2	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	49.1	D	43.8	D
6	Rider St. / Ramona Exwy.	Perris/E	Signal	38.6	D	155.2	F	Signal	16.2	B	37.8	D
8b	Bernasconi Rd. / Ramona EB Ramps	Riv. Co./D	TWSC	10.9	B	133.8	F	Signal	13.6	B	43.8	D
9a	Reservoir Ave. / Ramona WB Ramps	Riv. Co./D	TWSC	105.2	F	OFL	F	Signal	37.0	D	25.2	C
9b	Reservoir Ave. / Ramona EB Ramps	Riv. Co./D	TWSC	17.9	C	66.7	F	Signal	13.8	B	16.4	B
15b	Park Center Blvd. / Ramona EB Ramps	Riv. Co./D	TWSC	17.1	C	38.2	E	TWSC	15.1	C	30.5	D
17a	Warren Rd. / Ramona WB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	18.0	B	28.5	C
17b	Warren Rd. / Ramona EB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	37.3	D	35.6	D
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	40.6	D	53.9	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	33.5	D	94.0	F	TWSC	19.0	C	26.9	D
20	Warren Rd. / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	26.9	C	26.6	C
21	SR-79 SB Ramps / Gilman	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	21.6	C	37.3	D

Table 5.14-AL, Intersection Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
	Springs Rd.											
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	34.9	C	43.3	D
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	37.2	D	50.0	D
25	Reservoir Ave. / 9th St.	Riv. Co./D	TWSC	28.0	D	43.9	E	Signal	5.4	A	3.6	A
29	Redlands Ave. / Placentia Ave.	Perris/D	TWSC	26.2	D	OFL	F	Signal	19.1	B	24.2	C
30	Redlands Ave. / Orange Ave.	Perris/D	AWSC	176.1	F	OFL	F	Signal	32.3	C	43.6	D
31	Evans Rd. / Orange Ave.	Perris/D	TWSC	OFL	F	OFL	F	Signal	18.4	B	23.4	C
32	Bradley Rd. / Orange Ave.	Riv. Co./D	TWSC	75.3	F	OFL	F	Signal	17.6	B	20.5	C
33	Foothill Ave. / Orange Ave.	Riv. Co./D	TWSC	22.1	C	OFL	F	Signal	18.8	B	14.5	B
34	Antelope Rd. W / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	21.1	C	44.0	D
35	Antelope Rd. E / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	30.7	C	51.6	D
36	Bernasconi Rd. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	19.0	B	40.4	D
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	35.7	D	41.6	D
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	47.9	D	39.0	D
40	Hansen Ave. / 10th St.- Wolfskill Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	18.0	B	18.4	B
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	31.3	C	32.4	C
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	27.3	C	43.2	D
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	22.3	C	32.2	C
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	34.0	C	41.5	D
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	17.3	B	31.5	C

Table 5.14-AL, Intersection Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	24.3	C	40.2	D
49	Menifee Rd. / Nuevo Rd. (realigned)	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	39.3	D	54.1	D
50	Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	18.4	C	45.3	E	AWSC	15.7	C	15.6	C
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	36.2	D	44.1	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	26.1	C	35.8	D
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	11.3	B	15.0	B

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-AM, Street Segment Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	54,900	Expressway	4	1.34	F	Expressway	6	0.90	D
Perris Blvd. to Evans Rd.	Perris/D	53,600	Expressway	4	1.31	F	Expressway	6	0.87	D
Evans Rd. to Lake Perris Dr.	Perris/D	50,200	Expressway	4	1.23	F	Expressway	6	0.82	D
Lake Perris Dr. to Rider St.	Perris/D	49,700	Expressway	4	1.22	F	Expressway	6	0.81	D
Rider St. to Antelope Rd.	Riv. Co./D	54,400	Freeway	2	1.42	F	Freeway	4	0.71	≤C
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	52,900	Freeway	2	1.38	F	Freeway	4	0.69	≤C
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	44,000	Freeway	2	1.15	F	Freeway	4	0.58	≤C
Reservoir Ave. to Town Center Blvd.	Riv. Co./D	54,700	Freeway	2	1.43	F	Freeway	4	0.72	≤C
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	55,400	Freeway	2	1.45	F	Freeway	4	0.72	≤C
Park Center Blvd. to Warren Rd.	Riv. Co./D	58,300	Freeway	2	1.52	F	Freeway	4	0.76	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	45,200	Expressway	2	2.28	F	Expressway	6	0.74	≤C
Gilman Springs Road										
Bridge St. to Warren Rd.	Riv. Co./D	25,400	Arterial	2	1.41	F	Arterial	4	0.71	≤C
Warren Rd. to SR-79	Riv. Co./D	21,600	Arterial	2	1.20	F	Arterial	4	0.60	≤C
Orange Avenue										
Redlands Ave. to Evans Rd.	Perris/D	24,500	Secondary	2	1.36	F	Secondary	4	0.68	B
Evans Rd. to Dunlap Dr.	Perris/D	22,100	Secondary	2	1.23	F	Secondary	4	0.62	B
Dunlap Dr. to Bradley Rd.	Riv. Co./D	20,900	Arterial	2	1.16	F	Arterial	4	0.58	≤C
Bradley Rd. to Foothill Ave.	Riv. Co./D	19,200	Arterial	2	1.07	F	Arterial	4	0.53	≤C
Foothill Ave. to Antelope Rd. W	Riv. Co./D	19,100	Arterial	2	1.06	F	Arterial	4	0.53	≤C
Antelope Rd. W to Antelope Rd. E	Riv. Co./D	24,400	Arterial	2	1.36	F	Arterial	4	0.68	≤C
Antelope Rd. E to Bernasconi Rd.	Riv. Co./D	20,800	Arterial	2	1.16	F	Arterial	4	0.58	≤C
East of Bernasconi Rd.	Riv. Co./D	26,200	Arterial	2	1.46	F	Arterial	4	0.73	≤C
10th Street										
West of Reservoir Ave.	Riv. Co./D	21,000	Major	2	1.23	F	Major	4	0.62	≤C
Reservoir Ave. to Lakeview Avenue	Riv. Co./D	16,400	Major	2	0.96	E	Major	4	0.48	≤C
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	27,400	Arterial	2	1.52	F	Arterial	4	0.76	C
Evans Rd. to Dunlap Rd.	Perris/D	47,000	Arterial	2	2.61	F	Arterial	6	0.87	D
Dunlap Rd. to Foothill Ave.	Riv. Co./D	49,100	Urban Arterial	2	2.73	F	Urban Arterial	8	0.68	≤C
Foothill Ave. to Antelope Rd.	Riv. Co./D	44,600	Urban Arterial	2	2.48	F	Urban Arterial	6	0.83	D
Antelope Rd. to Menifee Rd.	Riv. Co./D	32,600	Urban Arterial	2	1.81	F	Urban Arterial	6	0.60	≤C
Antelope Road										
Nuevo Rd. to Orange Ave.	Riv. Co./D	19,700	Major	2	1.15	F	Major	4	0.58	≤C
Bernasconi Road										

Table 5.14-AM, Street Segment Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development Without Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Orange Ave. to Ramona Exwy.	Riv. Co./D	20,600	Arterial	2	1.14	F	Arterial	4	0.57	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	27,800	Urban Arterial	2	1.54	F	Urban Arterial	4	0.77	≤C
Ellis Ave. to San Jacinto Ave.	Riv. Co./D	24,000	Urban Arterial	2	1.33	F	Urban Arterial	4	0.67	≤C
San Jacinto Ave. to Nuevo Rd.	Riv. Co./D	26,100	Urban Arterial	2	1.45	F	Urban Arterial	4	0.73	≤C
Reservoir Avenue										
Nuevo Rd. to 10th St.	Riv. Co./D	17,300	Urban Arterial	2	0.96	E	Urban Arterial	4	0.48	≤C
9th St. to Ramona Exwy.	Riv. Co./D	20,100	Urban Arterial	2	1.12	F	Urban Arterial	4	0.56	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	29,200	Arterial	2	1.62	F	Arterial	4	0.81	D
Sanderson Avenue										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	54,400	Expressway	4	1.33	F	Expressway	6	0.89	D

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

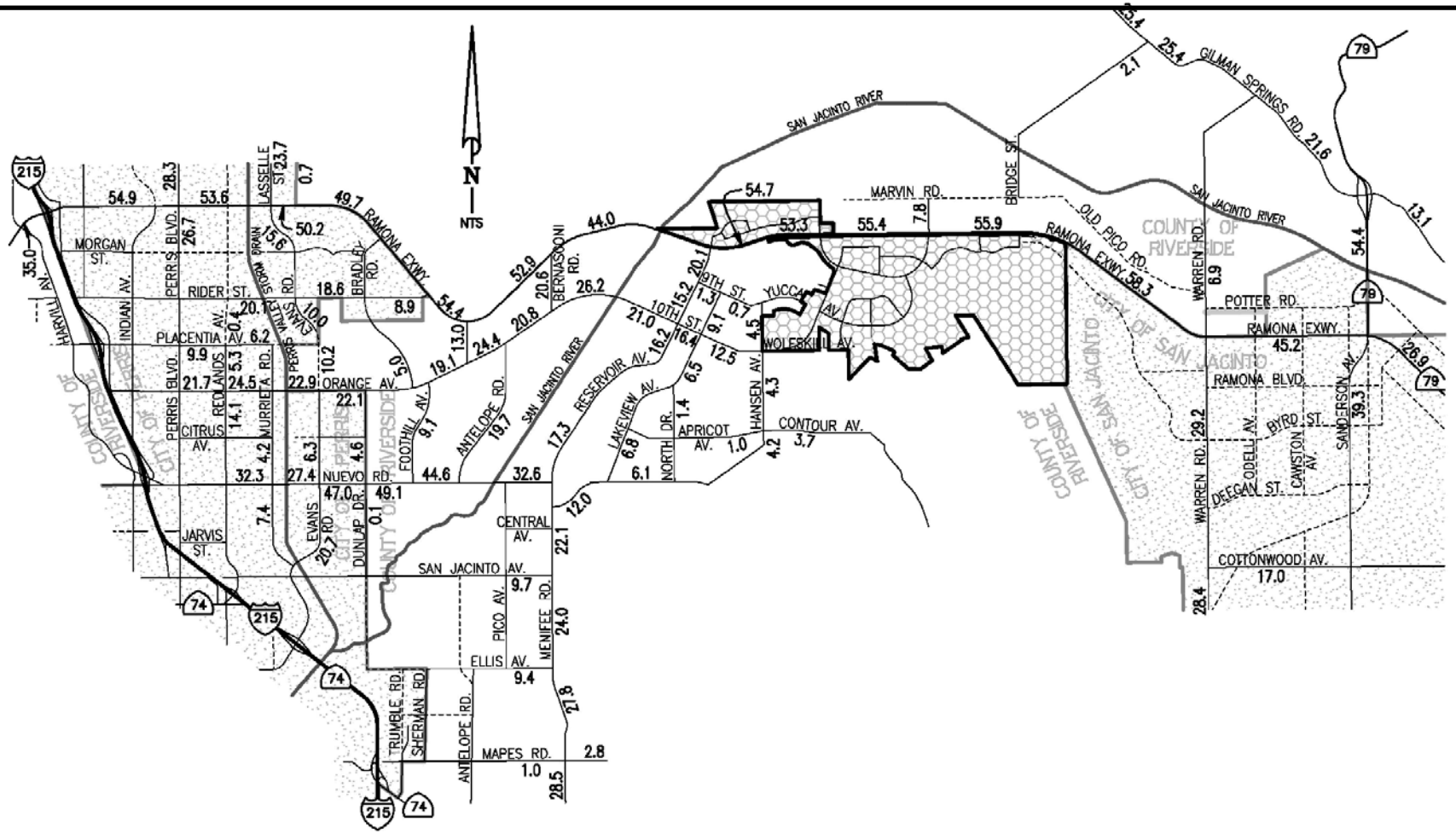


Figure 5.14-21

Estimated Average Daily Traffic (ADT) - Alternative 1 Phase 2
Existing Plus Ambient Growth Plus Cumulative Development Without Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project Conditions

To evaluate the project's impacts in conjunction with the effects of reasonably foreseeable projects projected to be built within the project vicinity under Alternative 1 Phase 2 conditions, this analysis includes existing area traffic, which has been increased by a 1% per year growth rate, cumulative development traffic and Phases 1 and 2 project traffic. The 53 intersections shown in **Table 5.14-AN, Intersection Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project,** are projected to operate at an unacceptable level of service. Thus, the project contributed to the failure of 13 additional intersections which leads to the finding of **significance without mitigation**.

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development With Project Conditions. The segments shown in **Table 5.14-AO, Street Segment Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project** are projected to operate at an unacceptable level of service. Thus, significant impacts will result on Ramona Expressway between I-215 and Sanderson Avenue, on Gilman Springs Road between Bridge Street and SR-79, on Orange Avenue between Redlands Avenue to east of Bernasconi Road, on 10th Street west of Reservoir Ave. to Hansen Ave., Nuevo Road between Murrieta Road and Menifee Road, Antelope between Nuevo Road and Orange Avenue, Bernasconi between Orange Avenue and Ramona Expressway, Menifee Road between Mapes Road and Nuevo Road, Reservoir Avenue between Nuevo Road and Ramona Expressway, Warren Road between Cottonwood and Ramona Expressway, Sanderson between Ramona Expressway and Gilman Springs Road, SS Boulevard Hansen Avenue to Town Center/Park Center Boulevard, Town Center Boulevard between Ramona Expressway and SS Boulevard, and Park Center Boulevard from SS Blvd. to EE Street and from MM Street to Ramona Expressway. Potential impacts to Lakeview Avenue would be avoided by Phase 2 of Alternative 1. Therefore, both intersections and roadway segments will operate at unacceptable LOS with the project and cumulative projects.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-22a, Estimated Average Daily Traffic (ADT) – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project** and **Figure 5.14-22b, Estimated Average Daily Traffic (ADT) – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project**. The increase from existing daily traffic is significant when **Figures 5.14-22a** and **22b** are compared to **Figure 5.14-5, Existing ADT**.

Table 5.14-AN, Intersection Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	161.3	F	OFL	F	Signal	18.8	B	77.4	E
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	198.3	F	OFL	F	Signal	54.0	D	56.5	E
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	199.8	F	OFL	F	Signal	57.9	E	73.2	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	68.5	E	68.6	E
5	Lake Perris Dr. / Ramona Exwy.	Perris/D	Signal	79.5	E	97.4	F	Signal	10.2	B	11.4	B
6	Rider St. / Ramona Exwy.	Perris/E	Signal	83.7	F	OFL	F	Signal	15.7	B	28.5	C
8b	Bernasconi Rd. / Ramona Exwy.	Riv. Co./D	TWSC	11.4	B	157.6	F	Signal	14.2	B	49.2	D
9a	Reservoir Ave. / Ramona WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	40.7	D	46.1	D
9b	Reservoir Ave. / Ramona EB Ramps	Riv. Co./D	TWSC	125.9	F	OFL	F	Signal	9.7	A	23.7	C
12a	Town Center Blvd. / Ramona WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	8.4	A	17.3	B
12b	Town Center Blvd. / Ramona EB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	16.7	B	21.9	C
15a	Park Center Blvd. / Ramona WB Ramps	Riv. Co./D	TWSC	57.3	F	OFL	F	Signal	14.8	B	31.5	C
15b	Park Center Blvd. / Ramona EB Ramps	Riv. Co./D	TWSC	51.0	F	OFL	F	Signal	12.8	B	19.9	B
17a	Warren Rd. / Ramona WB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	15.4	B	38.7	D
17b	Warren Rd. / Ramona EB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	36.7	D	39.9	D
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	35.0	D	43.6	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	52.9	F	OFL	F	TWSC	19.3	C	26.8	D

Table 5.14-AN, Intersection Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
20	Warren Rd. / Gilman springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	45.6	D	39.4	D
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	21.6	C	37.3	D
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	34.9	C	43.3	D
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	21.1	C	24.4	C
25	Reservoir Ave. / 9th St.	Riv. Co./D	TWSC	85.2	F	OFL	F	Signal	5.4	A	5.3	A
29	Redlands Ave. / Placentia Ave.	Perris/D	TWSC	OFL	F	OFL	F	Signal	26.1	C	35.9	D
30	Redlands Ave. / Orange Ave.	Perris/D	AWSC	OFL	F	OFL	F	Signal	26.9	C	31.9	C
31	Evans Rd. / Orange Ave.	Perris/D	TWSC	OFL	F	OFL	F	Signal	34.0	C	46.1	D
32	Bradley Rd. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	14.7	B	12.7	B
33	Foothill Ave. / Orange Ave.	Riv. Co./D	TWSC	52.9	F	OFL	F	Signal	12.5	B	10.6	B
34	Antelope Rd. W / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	24.8	C	43.3	D
35	Antelope Rd. E / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.1	C	50.3	D
36	Bernasconie Rd. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	16.3	B	33.2	C
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	42.3	D	53.6	D
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	34.6	C	37.5	D
39	Yucca Ave. / 10th St.	Riv. Co./D	TWSC	197.3	F	OFL	F	Signal	7.5	A	7.6	A
40	Hansen Ave. / 10th St.-Wolfskill Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	17.9	B	18.5	B
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	32.2	C	33.7	C
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	30.0	C	41.6	D
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	30.3	C	53.5	D

Table 5.14-AN, Intersection Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.9	C	30.8	C
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	18.6	B	35.7	D
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	26.0	C	39.4	D
49	Menifee Rd. / Nuevo Rd. (realigned)	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	28.5	C	39.5	D
50	Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	18.4	C	45.3	E	AWSC	15.7	C	15.6	C
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	39.1	D	46.9	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	28.8	C	38.4	D
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	11.4	B	15.6	B
58	QQ St. / PP St.	Riv. Co./D	TWSC	13.7	B	92.9	F	Signal	16.5	B	20.1	C
61	WW St. / SS Blvd.	Riv. Co./D	TWSC	96.9	F	OFL	F	TWSC	16.6	C	33.8	D
62	Project Access / SS Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	15.1	B	14.5	B
63	SS Blvd. / MM St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	38.5	D	31.6	C
66	SS Blvd.-RR St. / Town Center-Park Center Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.7	C	44.6	D
67	EE St. / Park Center Blvd.	Riv. Co./D	TWSC	20.4	C	OFL	F	Signal	20.6	C	31.0	C
68	MM St. / Park Center Blvd.	Riv. Co./D	TWSC	16.2	C	63.6	F	Signal	15.0	B	15.3	B
69	Park Center Blvd. / FF St.	Riv. Co./D	TWSC	91.4	F	OFL	F	Signal	25.4	C	33.3	C

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-AO, Street Segment Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	61,400	Expressway	4	1.50	F	Expressway	8	0.75	C
Perris Blvd. to Evans Rd.	Perris/D	61,500	Expressway	4	1.50	F	Expressway	8	0.75	C
Evans Rd. to Lake Perris Dr.	Perris/D	59,100	Expressway	4	1.44	F	Expressway	8	0.72	C
Lake Perris Dr. to Rider St.	Perris/D	58,700	Expressway	4	1.44	F	Expressway	8	0.72	C
Rider St. to Antelope Rd.	Riv. Co./D	64,000	Freeway	2	1.67	F	Freeway	4	0.84	D
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	63,000	Freeway	2	1.64	F	Freeway	4	0.82	D
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	54,400	Freeway	2	1.42	F	Freeway	4	0.71	≤C
Reservoir Ave. to Town Center Blvd.	Riv. Co./D	67,200	Freeway	2	1.75	F	Freeway	4	0.88	D
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	65,800	Freeway	2	1.72	F	Freeway	4	0.86	D
Park Center Blvd. to Warren Rd.	Riv. Co./D	74,300	Freeway	2	1.94	F	Freeway	6	0.63	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	51,900	Expressway	2	2.62	F	Expressway	6	0.85	D
Gilman Springs Road										
Bridge St. to Warren Rd.	Riv. Co./D	29,000	Arterial	2	1.61	F	Arterial	4	0.81	D
Warren Rd. to SR-79	Riv. Co./D	21,600	Arterial	2	1.20	F	Arterial	4	0.60	≤C
Orange Avenue										
Redlands Ave. to Evans Road	Perris/D	27,700	Secondary	2	1.54	F	Secondary	4	0.77	C
Evans Rd. to Dunlap Dr.	Perris/D	35,300	Secondary	2	1.96	F	Arterial	6	0.65	B
Dunlap Dr. to Bradley Ave.	Riv. Co./D	34,200	Arterial	2	1.90	F	Urban Arterial	6	0.63	≤C
Bradley Rd. to Foothill Ave.	Riv. Co./D	32,400	Arterial	2	1.80	F	Urban Arterial	6	0.60	≤C
Foothill Ave. to Antelope Rd. W	Riv. Co./D	32,400	Arterial	2	1.80	F	Urban Arterial	6	0.60	≤C
Antelope Rd. W to Antelope Rd. E	Riv. Co./D	38,800	Arterial	2	2.16	F	Urban Arterial	6	0.72	≤C
Antelope Rd. E to Bernasconi Rd.	Riv. Co./D	35,700	Arterial	2	1.98	F	Urban Arterial	6	0.66	≤C
East of Bernasconi Rd.	Riv. Co./D	41,900	Arterial	2	2.33	F	Urban Arterial	6	0.78	≤C
10th Street										
West of Reservoir Ave.	Riv. Co./D	37,200	Major	2	2.18	F	Urban Arterial	6	0.69	≤C
Reservoir Ave. to Lakeview Ave.	Riv. Co./D	34,200	Major	2	2.00	F	Urban Arterial	6	0.63	≤C
Lakeview Ave. to Yucca Ave.	Riv. Co./D	30,700	Major	2	1.80	F	Major	4	0.90	D
Yucca Ave. to Hansen Ave.	Riv. Co./D	30,300	Major	2	1.77	F	Major	4	0.89	D
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	28,800	Arterial	2	1.60	F	Arterial	4	0.80	D
Evans Rd. to Dunlap Rd.	Perris/D	49,900	Arterial	2	2.77	F	**Arterial**	**6**	**0.93**	**E**
Dunlap Rd. to Foothill Ave.	Riv. Co./D	52,500	Urban Arterial	2	2.92	F	Urban Arterial	8	0.73	≤C
Foothill Ave. to Antelope Rd.	Riv. Co./D	48,100	Urban Arterial	2	2.67	F	Urban Arterial	6	0.89	D
Antelope Rd. to Menifee Rd.	Riv. Co./D	36,100	Urban Arterial	2	2.01	F	Urban Arterial	6	0.67	≤C
Antelope Road										
Nuevo Rd. to Orange Ave.	Riv. Co./D	20,200	Major	2	1.18	F	Major	4	0.59	≤C

Table 5.14-AO, Street Segment Level of Service – Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Development With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Bernasconi Road										
Orange Ave. to Ramona Exwy.	Riv. Co./D	21,500	Arterial	2	1.19	F	Arterial	4	0.60	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	30,900	Urban Arterial	2	1.72	F	Urban Arterial	4	0.86	D
Ellis Ave. to San Jacinto Ave.	Riv. Co./D	27,100	Urban Arterial	2	1.51	F	Urban Arterial	4	0.75	≤C
San Jacinto Ave. to Nuevo Rd.	Riv. Co./D	29,700	Urban Arterial	2	1.65	F	Urban Arterial	4	0.83	D
Reservoir Avenue										
Nuevo Rd. to 10th St.	Riv. Co./D	24,300	Urban Arterial	2	1.35	F	Urban Arterial	4	0.68	≤C
10th St. to 9th St.	Riv. Co./D	21,900	Urban Arterial	2	1.22	F	Urban Arterial	4	0.61	≤C
9th St. to Ramona Exwy.	Riv. Co./D	28,000	Urban Arterial	2	1.56	F	Urban Arterial	4	0.78	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	34,900	Arterial	2	1.94	F	Urban Arterial	6	0.65	≤C
Sanderson Avenue										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	57,500	Expressway	4	1.41	F	Expressway	8	0.70	≤C
SS Boulevard										
Hansen Ave. to MM St.	Riv. Co./D	28,900	Arterial	2	1.61	F	Arterial	4	0.81	D
MM St. to Town Center-Park Center Blvd.	Riv. Co./D	22,200	Secondary	2	1.71	F	Secondary	4	0.86	D
Ramona Exwy. to SS Blvd.-RR St.	Riv. Co./D	14,100	Secondary	2	1.08	F	Secondary	4	0.54	≤C
Park Center Boulevard										
SS Blvd.-RR St. to EE St.	Riv. Co./D	16,000	Secondary	2	1.23	F	Secondary	4	0.62	≤C
MM St. to FF St.	Riv. Co./D	15,100	Secondary	2	1.16	F	Secondary	4	0.58	≤C
FF St. to Ramona Exwy.	Riv. Co./D	19,400	Arterial	2	1.08	F	Arterial	4	0.54	≤C
Town Center Boulevard										
Ramona Exwy. to SS Blvd.-RR St.	Riv. Co./D	14,100	Secondary	2	1.08	F	Secondary	4	0.54	≤C
Park Center Boulevard										
SS Blvd.-RR St. to EE St.	Riv. Co./D	16,000	Secondary	2	1.23	F	Secondary	4	0.62	≤C
MM St. to FF St.	Riv. Co./D	15,100	Secondary	2	1.16	F	Secondary	4	0.58	≤C
FF St. to Ramona Exwy.	Riv. Co./D	19,400	Arterial	2	1.08	F	Arterial	4	0.54	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

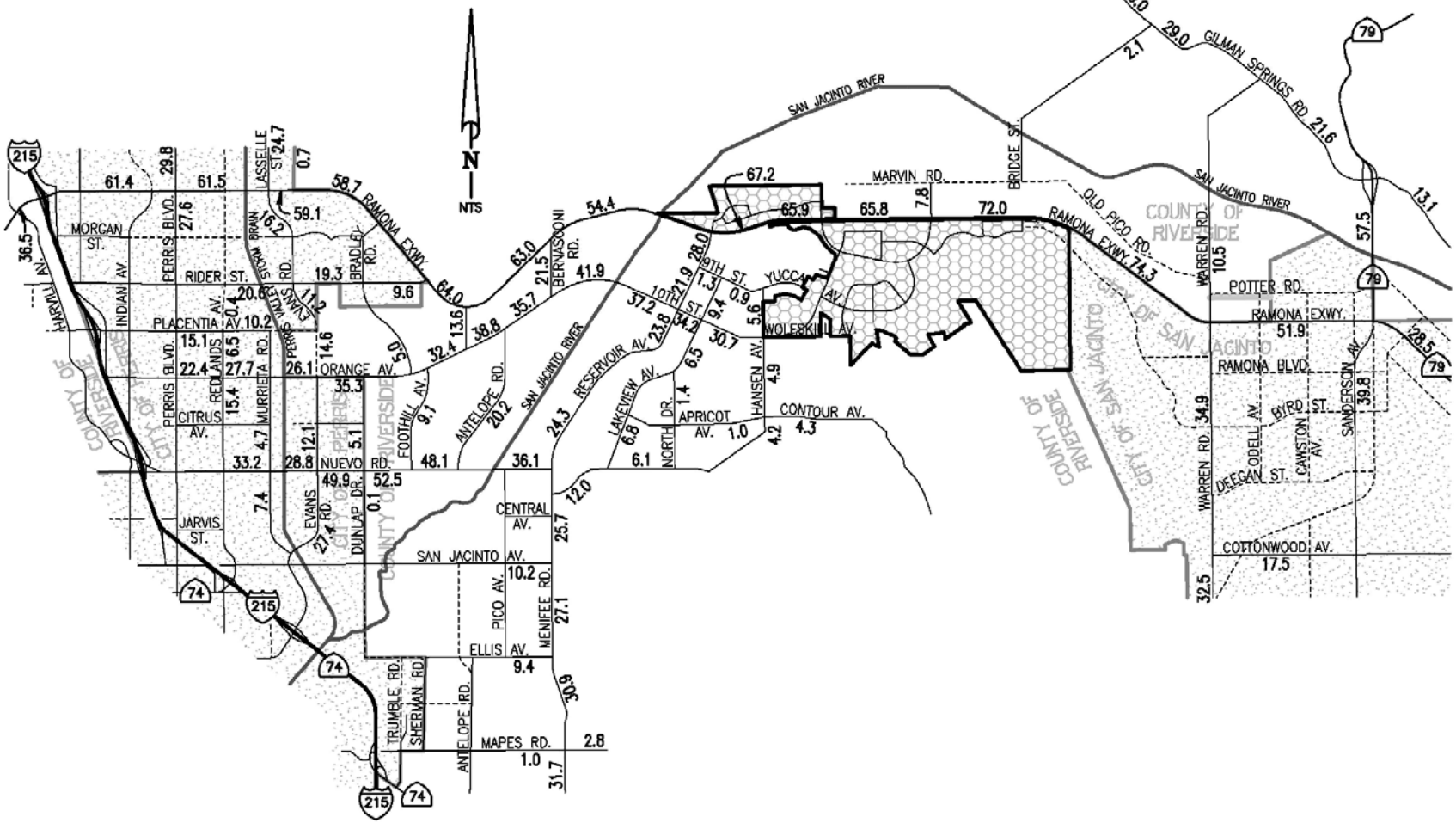


Figure 5.14-22a

Estimated Average Daily Traffic (ADT) - Alternative 1 Phase 2
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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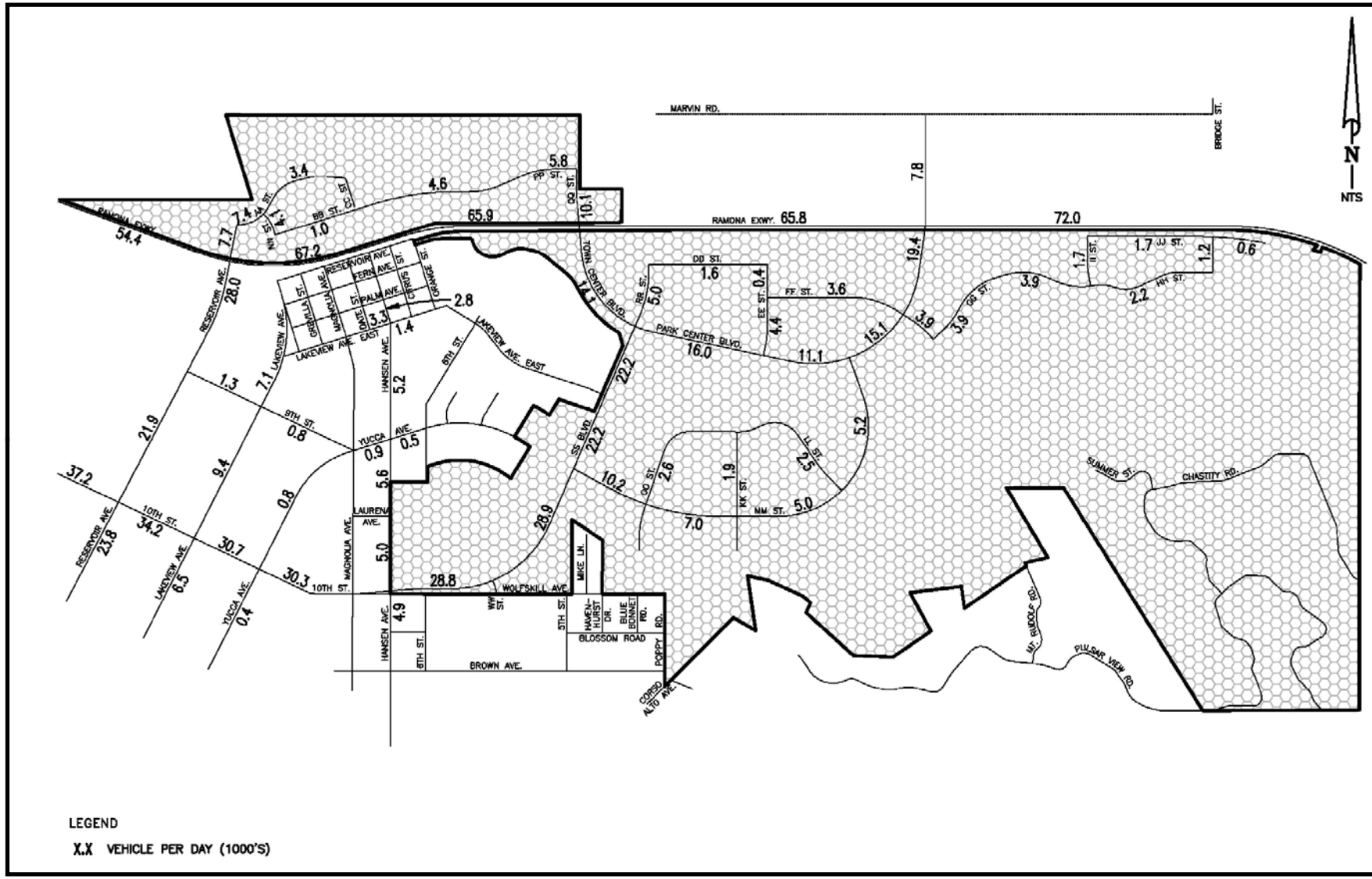


Figure 5.14-22b

Estimated Average Daily Traffic (ADT) - Alternative 1 Phase 2
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Alternative 1 Phase 2 Impacts With Mitigation

Tables 5.14-AN and 5.14-AO include columns which identify the LOS conditions which would exist "with mitigation." The mitigation measures listed below are assumed in the analysis for "with mitigation." **Table 5.14-AO** indicates that all roadway segments operate at LOS D or better with mitigation except Nuevo Road between Evans Road and Dunlap, which operates at LOS E with mitigation. Therefore, by the end of Phase 2 under Alternative 1 assumptions, impacts to roadways would remain **significant with mitigation.**

Table 5.14-AN indicates that four intersections located within the city of Perris operate at LOS E when ambient growth and all other reasonably foreseeable cumulative projects' traffic are considered. The City of Perris General Plan allows LOS E at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 Freeway ramps. As shown in **Table 5.14-AI**, all four intersections projected to operate at LOS E with Phase 1 traffic are intersections which fall under this allowance. Therefore, impacts to intersections will be **less than significant with mitigation measures** listed below.

I-215 SB Ramps/Ramona Expressway
I-215 NB Ramps/Ramona Expressway
Perris Blvd. (Arterial)/ Ramona Expressway
Evans Road (Arterial)/Ramona Expressway

Mitigation Measures

A number of the Base Case Mitigation Measures would apply to Alternative 1. Mitigation measures **MM Trans 1** and **MM Trans 4** through **MM Trans 6,** are related to on-site roadways and would apply to Alternative 1 as well as the Base Case. Mitigation measures **MM Trans 24** and **MM Trans 25,** related to operations and safety, would apply to Alternative 1, also. The project would be required to contribute its "fair share" of fees, or improvements in lieu of fees, for off-site cumulative impacts pursuant to **MM Trans 26** through **MM Trans 29.** The Phase 1 Alternative 1 mitigation measures would also apply and be assumed to be in place by Phase 2.

If Alternative 1 were implemented at some point during the process of development of THE VILLAGES OF LAKEVIEW, the following mitigation measures would apply during Phase 2, to achieve less than significant effects:

Roadways

With or without the project, it is assumed for all phases of Alternative 1 that Ramona Expressway will need to be built as a 4-lane freeway from east of Rider Street to west of Warren Road. **Table 5.14-AP, Summary of Street Segment Improvements – Alternative 1 Phase 2 Existing plus Ambient Growth plus Project plus Cumulative Conditions** identifies this and all other roadway segment improvements that would be required to mitigate traffic impacts to roadway segments, both with and without the project.

Table 5.14-AP, Summary of Street Segment Improvements – Alternative 1 Phase 2 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lns	Classification	Lns	Classification	Lns
Ramona Expressway						
I-215 to Perris Boulevard	Expressway	4	Expressway	***6***	Expressway	***8***
Perris Boulevard to Evans Road	Expressway	4	Expressway	***6***	Expressway	***8***
Evans Road to Lake Perris Dr	Expressway	4	Expressway	***6***	Expressway	***8***
Lake Perris Drive to Rider Street	Expressway	4	Expressway	***6***	Expressway	***8***
Rider Street to Antelope Road	Expressway	2	***Freeway***	***4***	Freeway	4
Antelope Road to Bernasconi Road	Expressway	2	***Freeway***	***4***	Freeway	4
Bernasconi Road to Reservoir Avenue	Expressway	2	***Freeway***	***4***	Freeway	4
Reservoir Avenue to Town Center Blvd	Expressway	2	***Freeway***	***4***	Freeway	4
Town Center Blvd to Park Center Blvd	Expressway	2	***Freeway***	***4***	Freeway	4
Park Center Blvd to Warren Road	Expressway	2	***Freeway***	***4***	Freeway	***6***
Warren Road to Sanderson Avenue	Expressway	2	Expressway	***6***	Expressway	6
Gilman Springs Road						
Bridge Street to Warren Road	Arterial	2	Arterial	***4***	Arterial	4
Warren Road to SR-79	Arterial	2	Arterial	***4***	Arterial	4
9th Street						
Reservoir Avenue to Lakeview Avenue	Secondary	2	Secondary	2	Secondary	2
Lakeview Avenue to Yucca Avenue	Secondary	2	Secondary	2	Secondary	2
Yucca Avenue						
9th Street to Hansen Avenue	Secondary	2	Secondary	2	Secondary	2
Rider Street						
Evans Road to Ramona Expressway	Arterial	4	Arterial	4	Arterial	4
Placentia Avenue						
Redlands Avenue to Evans Road	Arterial	2	Arterial	2	Arterial	2
Orange Avenue						
Redlands Avenue to Evans Road	Secondary	2	Secondary	***4***	Secondary	4
Evans Road to Dunlap Drive	Secondary	2	Secondary	***4***	***Arterial***	***6***
Dunlap Drive to Bradley Road	Arterial	0	Arterial	***4***	***Urban Arterial***	***6***
Bradley Road to Foothill Avenue	Arterial	0	Arterial	***4***	***Urban Arterial***	***6***
Foothill Avenue to Antelope Road (W)	Arterial	0	Arterial	***4***	***Urban Arterial***	***6***
Antelope Road (W) to Antelope Road (E)	Arterial	0	Arterial	***4***	***Urban Arterial***	***6***
Antelope Road (E) to Bernasconi Road	Arterial	0	Arterial	***4***	***Urban Arterial***	***6***
East of Bernasconi Road	DNE	0	***Arterial***	***4***	***Urban Arterial***	***6***
10th Street						
West of Reservoir Avenue	Major	0	Major	***4***	***Urban Arterial***	***6***
Reservoir Avenue to Lakeview Avenue	Major	2	Major	***4***	***Urban Arterial***	***6***
Lakeview Avenue to Yucca Avenue	Major	2	Major	2	Major	***4***
Yucca Avenue to Hansen Avenue	Major	2	Major	2	Major	***4***
Nuevo Road						

Table 5.14-AP, Summary of Street Segment Improvements – Alternative 1 Phase 2 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lns	Classification	Lns	Classification	Lns
Murrieta Road to Evans Road	Arterial	2	Arterial	***4***	Arterial	4
Evans Road to Dunlap Road	Arterial	2	Arterial	***6***	Arterial	6
Dunlap Road to Foothill Avenue	Urban Arterial	2	Urban Arterial	***8***	Urban Arterial	8
Foothill Avenue to Antelope Road	Urban Arterial	2	Urban Arterial	***6***	Urban Arterial	6
Antelope Road to Menifee Road	Urban Arterial	2	Urban Arterial	***6***	Urban Arterial	6
Menifee Road to Lakeview Avenue	Urban Arterial	2	Urban Arterial	2	Urban Arterial	2
Redlands Avenue						
Orange Avenue to Placentia Avenue	Secondary	4	Secondary	4	Secondary	4
Evans Road						
Nuevo Road to Orange Avenue	Arterial	2	Arterial	2	Arterial	2
Orange Avenue to Rider Street	Arterial	2	Arterial	2	Arterial	2
Rider Street to Ramona Expressway	Arterial	4	Arterial	4	Arterial	4
Dunlap Drive						
Nuevo Road to Orange Avenue	Secondary	2	Secondary	2	Secondary	2
Foothill Avenue						
Nuevo Road to Orange Avenue	Secondary	2	Secondary	2	Secondary	2
Antelope Road						
Nuevo Road to Orange Avenue	Major	0	Major	***4***	Major	4
Orange Avenue to Ramona Expressway	Major	0	***Arterial***	***2***	Arterial	2
Bernasconi Road						
Orange Avenue to Ramona Expressway	Arterial	0	Arterial	***4***	Arterial	4
Menifee Road						
Mapes Road to Ellis Avenue	Urban Arterial	2	Urban Arterial	***4***	Urban Arterial	4
Ellis Avenue to San Jacinto Avenue	Urban Arterial	2	Urban Arterial	***4***	Urban Arterial	4
San Jacinto Avenue to Nuevo Road	Urban Arterial	2	Urban Arterial	***4***	Urban Arterial	4
Reservoir Avenue						
Nuevo Road to 10th Street	Urban Arterial	0	Urban Arterial	***4***	Urban Arterial	4
10th Street to 9th Street	Urban Arterial	2	Urban Arterial	2	Urban Arterial	***4***
9th Street to Ramona Expressway	Urban Arterial	0	Urban Arterial	***4***	Urban Arterial	4
Ramona Expressway to AA Street	DNE	0	DNE	0	***Collector***	***2***
Lakeview Avenue						
Nuevo Road to North Drive	Collector	2	Collector	2	Collector	2
North Drive to 10th Street	Collector	2	Collector	2	Collector	2
10th Street to 9th Street	Collector	2	Collector	2	Collector	2
North of 9th Street	Collector	2	Collector	2	Collector	2
Hansen Avenue						

Table 5.14-AP, Summary of Street Segment Improvements – Alternative 1 Phase 2 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lns	Classification	Lns	Classification	Lns
Contour Avenue to 10th Street	Major	2	***Collector***	2	Collector	2
10th Street to Yucca Avenue	Major	2	***Collector***	2	Collector	2
Yucca Avenue to Lakeview Ave E	Major	2	***Collector***	2	Collector	2
Lakeview Ave E to Ramona Expressway	Major	2	***Collector***	2	Collector	2
Warren Road						
Cottonwood Ave to Ramona Exwy	Arterial	2	Arterial	***4***	***Urban Arterial***	***6***
Ramona Exwy to Gilman Springs Road	DNE	0	***Major***	***2***	Major	2
Sanderson Avenue (SR-79)						
Ramona Exwy to Gilman Springs Road	Expressway	4	Expressway	***6***	Expressway	***8***
AA Street						
Reservoir Avenue to NN Street	DNE	0	DNE	0	***Collector***	***2***
NN Street to CC Street	DNE	0	DNE	0	***Collector***	***2***
BB Street						
NN Street to CC Street	DNE	0	DNE	0	***Collector***	***2***
CC Street to School	DNE	0	DNE	0	***Collector***	***2***
P Street						
School to QQ Street	DNE	0	DNE	0	***Collector***	***2***
NN Street						
BB Street to AA Street	DNE	0	DNE	0	***Collector***	***2***
CC Street						
BB Street to AA Street	DNE	0	DNE	0	***Collector***	***2***
QQ Street						
Ramona Expressway to PP Street	DNE	0	DNE	0	***Secondary***	***2***
SS Boulevard						
Hansen Avenue to MM Street	DNE	0	DNE	0	***Arterial***	***4***
MM St to Town Center / Park Center Blvd	DNE	0	DNE	0	***Secondary***	***4***
Town Center Boulevard						
Ramona Exwy to SS Blvd / RR Street	DNE	0	DNE	0	***Secondary***	***4***
Park Center Boulevard						
SS Boulevard / RR Street to EE Street	DNE	0	DNE	0	***Secondary***	***4***
EE Street to MM Street	DNE	0	DNE	0	***Collector***	***2***
MM Street to FF Street	DNE	0	DNE	0	***Secondary***	***4***
FF Street to Ramona Expressway	DNE	0	DNE	0	***Arterial***	***4***
RR Street						
Town Center / Park Center Blvd to DD St	DNE	0	DNE	0	***Collector***	***2***
DD Street						
RR Street to EE Street	DNE	0	DNE	0	***Collector***	***2***
EE Street						

Table 5.14-AP, Summary of Street Segment Improvements – Alternative 1 Phase 2 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lns	Classification	Lns	Classification	Lns
Park Center Boulevard to FF Street	DNE	0	DNE	0	***Collector***	***2***
FF Street to DD Street	DNE	0	DNE	0	***Collector***	***2***
FF Street						
EE Street to Park Center Boulevard	DNE	0	DNE	0	***Collector***	***2***
Park Center Boulevard to GG Street	DNE	0	DNE	0	***Secondary***	***2***
MM Street						
SS Boulevard to OO Street	DNE	0	DNE	0	***Secondary***	***2***
OO Street to KK Street	DNE	0	DNE	0	***Secondary***	***2***
KK Street to LL Street	DNE	0	DNE	0	***Secondary***	***2***
LL Street to Park Center Boulevard	DNE	0	DNE	0	***Secondary***	***2***
GG Street						
FF Street to TT Street	DNE	0	DNE	0	***Collector***	***2***
TT Street to II Street	DNE	0	DNE	0	***Collector***	***2***
HH Street						
II Street to JJ Street	DNE	0	DNE	0	***Collector***	***2***
JJ Street						
II Street to HH Street	DNE	0	DNE	0	***Collector***	***2***
II Street						
GG Street / HH Street to JJ Street	DNE	0	DNE	0	***Collector***	***2***

Intersections

The following improvements would be required to mitigate for Phase 2 cumulative impacts without the project, if the Alternative 1 County-led GPA were adopted and Phase 1 improvements were in place:

Alternative 1 Phase 2 Existing plus Ambient Growth plus Cumulative Scenario:

- Construct the signalized intersection of Reservoir Avenue and Ramona Westbound Ramps to include the following geometrics:
  Northbound: One left turn lane. One through lane.
  Southbound: One shared through and right turn lane.
  Eastbound: Not applicable.
  Westbound: One shared left turn, through, and right turn lane.

- Construct the intersection of Reservoir Avenue and Ramona Eastbound Ramps to include the following geometrics:

  Northbound: One shared through and right turn lane.
  Southbound: One through lane. One right turn lane.
  Eastbound: One shared left turn and right turn lane.
  Westbound: Not applicable.

- Construct the intersection of Park Center Boulevard and Ramona Eastbound Ramps to include the following geometrics:
  Northbound: One through lane. One right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
  Westbound: Not applicable.

- Install a traffic signal at the intersection of Hansen Avenue and 10th Street - Wolfskill Avenue to include the following geometrics:
  Northbound: One shared left turn, through, and right turn lane.
  Southbound: One shared left turn, through, and right turn lane.
  Eastbound: One left turn lane. One shared through and right turn lane.
  Westbound: One left turn lane. One shared through and right turn lane.

The following improvements, in addition to those listed above, would be required to mitigate for cumulative impacts with the project, if the Alternative 1 County-led GPA were adopted:

Alternative 1 Phase 2 Existing plus Ambient Growth plus Project plus Cumulative Scenario:

- Construct the signalized intersection of Reservoir Avenue and Ramona Eastbound Ramps to include the following geometrics:
  Northbound: One through lane. One right turn lane.
  Southbound: One through lane. One right turn lane.
  Eastbound: One left turn lane. One right turn lane.
  Westbound: Not applicable.

- Construct the signalized intersection of Town Center Boulevard and Ramona Westbound Ramps to include the following geometrics:
  Northbound: One through lane. One right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: Not applicable.
  Westbound: One left turn lane. One right turn lane.

- Construct the signalized intersection of Town Center Boulevard and Ramona Eastbound Ramps to include the following geometrics:
  Northbound: One through lane. One right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: One shared left turn and through lane. One right turn lane.
  Westbound: Not applicable.

- Construct the signalized intersection of Park Center Boulevard and Ramona Westbound Ramps to include the following geometrics:

Northbound: One left turn lane. One through lane.
Southbound: One through lane. One right turn lane.
Eastbound: Not applicable.
Westbound: One shared left turn, through, and right turn lane.

- Construct the signalized intersection of Park Center Boulevard and Ramona Eastbound Ramps to include the following geometrics:
  Northbound: One through lane. One right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: One shared left turn, through, and right turn lane.
  Westbound: Not applicable.

- Install a traffic signal at the intersection of Hansen Avenue and 10th Street - Wolfskill Avenue to include the following geometrics:
  Northbound: One shared left turn, through, and right turn lane.
  Southbound: One shared left turn, through, and right turn lane.
  Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
  Westbound: One left turn lane. One through lane. One shared through and right turn lane.

- Construct the signalized intersection of QQ Street and PP Street to include the following geometrics:
  Northbound: One shared left turn and right turn lane.
  Southbound: Not applicable.
  Eastbound: One shared through and right turn lane.
  Westbound: One left turn lane. One through lane.

- Construct the intersection of WW Street and SS Boulevard to include the following geometrics:
  Northbound: One shared left turn and right turn lane. Stop controlled.
  Southbound: Not applicable.
  Eastbound: One through lane. One shared through and right turn lane.
  Westbound: One left turn lane. Two through lanes.

- Construct the signalized intersection of SS Boulevard and Project Access to include the following geometrics:
  Northbound: One left turn lane. One shared through and right turn lane.
  Southbound: One left turn lane. One shared through and right turn lane.
  Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
  Westbound: One left turn lane. One through lane. One shared through and right turn lane.

- Construct the signalized intersection of SS Boulevard and MM Street to include the following geometrics:
  Northbound: One left turn lane. One through lane. One shared through and right turn lane.
  Southbound: One left turn lane. One through lane. One shared through and right turn lane.
  Eastbound: One left turn lane. One shared through and right turn lane.
  Westbound: One left turn lane. One shared through and right turn lane.

- Construct the signalized intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics:
  Northbound: One left turn lane. One through lane. One right turn lane.
  Southbound: One left turn lane. One shared through and right turn lane.
  Eastbound: One left turn lane. One through lane. One right turn lane.
  Westbound: One left turn lane. One shared through and right turn lane.

- Construct the signalized intersection of EE Street and Park Center Boulevard to include the following geometrics:
  Northbound: One left turn lane. One shared through and right turn lane.
  Southbound: One left turn lane. One shared through and right turn lane.
  Eastbound: One left turn lane. One shared through and right turn lane.
  Westbound: One left turn lane. One shared through and right turn lane.

- Construct the signalized intersection of MM Street and Park Center Boulevard to include the following geometrics:
  Northbound: One left turn lane. One right turn lane.
  Southbound: Not applicable.
  Eastbound: One shared through and right turn lane.
  Westbound: One left turn lane. One through lane.

- Construct the signalized intersection of Park Center Boulevard and FF Street to include the following geometrics:
  Northbound: One left turn lane. One shared through and right turn lane.
  Southbound: One left turn lane. One shared through and right turn lane.
  Eastbound: One left turn lane. One shared through and right turn lane.
  Westbound: One left turn lane. One shared through and right turn lane.

- Construct the intersection of Park Center Boulevard and VV Street to include the following geometrics:
  Northbound: One through lane.
  Southbound: One shared through and right turn lane.
  Eastbound: One right turn lane. Stop controlled.
  Westbound: Not applicable.

- Construct the intersection of RR Street and DD Street to include the following geometrics:
  Northbound: One shared left turn and right turn lane.
  Southbound: Not applicable.
  Eastbound: One shared through and right turn lane. Stop controlled.
  Westbound: One shared left turn and through lane. Stop controlled.
- Construct the intersection of EE Street and DD Street to include the following geometrics:
  Northbound: One left turn lane.
  Southbound: Not applicable.
  Eastbound: One right turn lane. Stop controlled.
  Westbound: Not applicable.

- Construct the intersection of EE Street and FF Street to include the following geometrics:
  Northbound: One shared left turn, through, and right turn lane.
  Southbound: One shared left turn, through, and right turn lane.
  Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
  Westbound: One shared left turn, through, and right turn lane. Stop controlled.

- Construct the intersection of OO Street and MM Street to include the following geometrics:
  Northbound: One shared left turn, through, and right turn lane. Stop controlled.
  Southbound: One shared left turn, through, and right turn lane. Stop controlled.
  Eastbound: One shared left turn, through, and right turn lane.
  Westbound: One shared left turn, through, and right turn lane.

- Construct the intersection of KK Street and MM Street to include the following geometrics:
  Northbound: One shared left turn, through, and right turn lane. Stop controlled.
  Southbound: One shared left turn, through, and right turn lane. Stop controlled.
  Eastbound: One shared left turn, through, and right turn lane.
  Westbound: One shared left turn, through, and right turn lane.

- Construct the intersection of LL Street and MM Street to include the following geometrics:
  Northbound: Not applicable.
  Southbound: One shared left turn and right turn lane. Stop controlled.
  Eastbound: One shared left turn and through lane.
  Westbound: One shared through and right turn lane.

- Construct the intersection of FF Street and GG Street to include the following geometrics:
  Northbound: Not applicable.
  Southbound: One left turn lane. Stop controlled.
  Eastbound: Not applicable.
  Westbound: One right turn lane.

- Construct the intersection of II Street and HH Street to include the following geometrics:
  Northbound: Not applicable.
  Southbound: One shared left turn and right turn lane. Stop controlled.
  Eastbound: One shared left turn and through lane.
  Westbound: One shared through and right turn lane.

- Construct the intersection of HH Street and JJ Street to include the following geometrics:
  Northbound: One shared left turn and right turn lane. Stop controlled.
  Southbound: Not applicable.
  Eastbound: One shared through and right turn lane.
  Westbound: One shared left turn and through lane.

- Construct the intersection of II Street and JJ Street to include the following geometrics:
  Northbound: One right turn lane. Stop controlled.
  Southbound: Not applicable.
  Eastbound: Not applicable.
  Westbound: One left turn lane.

Summary of Environmental Effects After Mitigation Measures are Implemented – Alternative 1 Phase 2

The above analysis shows that implementation of the applicable Base Case mitigation measures, the mitigation measures listed above, and payment of fees to address off-site infrastructure will mitigate potential impacts to all intersections and roadway segments except Nuevo Road between Evans Road and Dunlap, which operates at LOS E, with mitigation. Therefore, by the end of Phase 2 under Alternative 1 assumptions, impacts to roadways would remain **significant with mitigation**. As identified in the Base Case analysis, at the time Phase 1 of the project is operational, it is not known which of the off-site regional improvements will be constructed. Therefore, there is a possibility that project-generated traffic will result in temporary project-specific and cumulatively significant impacts to levels of service in the project vicinity.

Alternative 1

Phase 3 (2016–2020/Buildout)

As will the Base Case, Phase 3 analysis includes the following proposed developments:

- 2,520 Medium-High Density Residential Dwelling Units
- 3,310 High Density Residential Dwelling Units
- 4,290 Very High Density Residential Dwelling Units
- 1,230 Highest Density Residential Dwelling Units
- 3 Elementary School
- 400 Thousand Square Feet of Retail
- 100 Thousand Square Feet of Office/Service
- 147.8 Acres of Park

Phase 3 of the proposed project is projected to generate approximately 85,021 daily external trips-ends, including 5,520 external trip-ends during the AM peak hour, and 7,766 external trip-ends during the PM peak hour.

By Phase 3, this Alternative 1 scenario assumes the following roadway system changes are in place:

- Ramona Expressway is a limited access grade separated facility from the City of Perris to the City of San Jacinto.
- Antelope Road interchange at Ramona Expressway at the proposed General Plan Circulation amendment location.
- Reservoir Avenue connection from Nuevo Road to Ramona Expressway with an interchange at Ramona Expressway.
- Lakeview Avenue disconnected at Ramona Expressway.
- Davis Road / Hansen Avenue disconnected at Ramona Expressway.
- Town Center Boulevard interchange at Ramona Expressway.
- Park Center Boulevard interchange at Ramona Expressway.
- Bridge Street disconnected at Ramona Expressway.
- Warren Road connection from Ramona Expressway to Gilman Springs Road with an interchange at Ramona Expressway.
- Orange Avenue/10th Street connection from City of Perris to Reservoir Avenue.
- Realignment of Nuevo Road east of Menifee Road/Reservoir Avenue.
- Placentia Avenue interchange at I-215.
- Ellis Avenue/Evans Road interchange at I-215.

Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project Conditions

To evaluate the effect of reasonably foreseeable projects projected to be built within the project vicinity under Alternative 1 Phase 3 conditions, this analysis includes existing area traffic, which has been increased by a 1% per year growth rate, and Phase 3 cumulative development traffic, without project traffic. The 50 intersections shown in **Table 5.14-AQ, Intersection Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project,** are projected to operate at an unacceptable level of service. Thus, impacts to intersections would be **significant without mitigation** even without the project.

Table 5.14-AQ, Intersection Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

			Without Mitigation					With Mitigation				
				AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour	
	Intersection	Jurisdiction/ Allowable LOS	Traffic Control Status[1]	Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS	Traffic Control Status[1]	Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Expy.	Perris/E	Signal	OFL	F	OFL	F	Signal	28.0	C	76.2	E
2	I-215 NB Ramps / Ramona Expy.	Perris/E	Signal	OFL	F	OFL	F	Signal	47.6	D	75.5	E
3	Perris Blvd. / Ramona Expy.	Perris/E	Signal	OFL	F	OFL	F	Signal	51.9	D	79.4	E
4	Evans Rd. / Ramona Expy.	Perris/E	Signal	OFL	F	OFL	F	Signal	75.3	E	72.0	E
5	Lake Perris Dr. / Ramona Expy.	Perris/D	Signal	81.3	F	OFL	F	Signal	19.7	B	34.6	C
6	Rider St. / Ramona Expy.	Perris/E	Signal	36.7	D	OFL	F	Signal	17.2	B	68.5	E
7a	Antelope Rd. / Ramona WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	32.4	C	37.4	D
7b	Antelope Rd. / Ramona EB Ramps	Riv. Co./D	TWSC	13.0	B	44.7	E	Signal	8.6	A	24.5	C
8a	Bernasconi Rd. / Ramona WB Ramps	Riv. Co./D	TWSC	52.2	F	17.6	C	TWSC	11.8	B	10.4	B
8b	Bernasconi Rd. / Ramona EB Ramps	Riv. Co./D	TWSC	17.5	C	145.7	F	Signal	5.5	A	27.3	C
9a	Reservoir Ave. / Ramona WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	26.7	C	29.4	C
9b	Reservoir Ave. / Ramona EB Ramps	Riv. Co./D	TWSC	21.5	C	194.8	F	Signal	8.1	A	22.6	C
12a	Town Center Blvd. / Ramona WB Ramps	Riv. Co./D	TWSC	OFL	F	40.0	E	Signal	23.8	C	13.6	B

Table 5.14-AQ, Intersection Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
12b	Town Center Blvd. / Ramona EB Ramps	Riv. Co./D	TWSC	16.4	C	85.0	F	Signal	7.6	A	24.5	C
15a	Park Center Blvd. / Ramona WB Ramps	Riv. Co./D	TWSC	20.0	C	OFL	F	Signal	11.2	B	22.2	C
15b	Park Center Blvd. / Ramona EB Ramps	Riv. Co./D	TWSC	71.6	F	OFL	F	Signal	8.7	A	52.0	D
17a	Warren Rd. / Ramona WB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	18.9	B	36.9	D
17b	Warren Rd. / Ramona EB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	25.2	C	28.9	C
18	Sanderson Ave. / Ramona Expy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	38.6	D	52.9	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	27.8	D	66.8	F	TWSC	17.4	C	24.1	C
20	Warren Rd. / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	18.3	B	40.6	D
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	21.3	C	34.3	C
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	35.0	C	46.1	D
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	22.5	C	25.6	C
25	Reservoir Ave. / 9th St.	Riv. Co./D	TWSC	21.0	C	38.1	E	TWSC	17.8	C	24.9	C
28	Evans Rd. / Rider St.	Perris/D	Signal	OFL	F	OFL	F	Signal	50.7	D	52.2	D
29	Redlands Ave. / Placentia Ave.	Perris/D	TWSC	OFL	F	OFL	F	Signal	26.8	C	51.3	D
30	Redlands Ave. / Orange Ave.	Perris/D	AWSC	OFL	F	OFL	F	Signal	28.1	C	44.4	D
31	Evans Rd. / Orange Ave.	Perris/D	TWSC	OFL	F	OFL	F	Signal	34.5	C	54.0	D
32	Bradley Rd. / Orange Ave.	Riv. Co./D	TWSC	182.0	F	OFL	F	Signal	18.7	B	45.2	D
33	Foothill Ave. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	18.1	B	47.0	D

Table 5.14-AQ, Intersection Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
34	Antelope Rd. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	23.9	C	53.7	D
35	Antelope Rd. E / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	30.4	C	51.1	D
36	Bernasconi Rd. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	20.4	C	38.7	D
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	30.1	C	46.9	D
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	193.2	F	OFL	F	Signal	32.3	C	43.9	D
40	Hansen Ave. / 10th St.-Wolfskill Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	36.4	D	49.7	D
41	North Dr. / Lakeview Ave.	Riv. Co./D	TWSC	24.4	C	47.4	E	TWSC	16.4	C	31.4	D
42	Hansen Ave. / Contour Ave.	Riv. Co./D	AWSC	34.6	D	OFL	F	AWSC	14.2	B	28.2	D
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	31.2	C	41.7	D
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	38.0	D	48.0	D
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	26.0	C	54.2	D
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.5	C	50.3	D
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	17.8	B	29.0	C
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	23.7	C	28.8	C
49	Menifee Rd. / Nuevo Rd. (realigned)	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	39.9	D	41.3	D
50	Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	37.7	D	54.3	D
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	25.5	C	55.0	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	26.1	C	36.3	D
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	16.2	B	35.7	D

Table 5.14-AQ, Intersection Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
			Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development without Project conditions. The segments shown in **Table 5.14-AR, Street Segment Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project** are projected to operate at an unacceptable level of service. Thus significant impacts will result on Ramona Expressway between I-215 and Sanderson Avenue, on Gilman Springs Road between Bridge Street and SR-79, Placentia between Redlands Blvd. and Evans Road, on Orange Avenue between Redlands Avenue to East of Bernasconi Road, on 10th Street west of Reservoir Ave. to Lakeview Ave., Nuevo Road between Murrieta Road and Lakeview Avenue, Evans Road between Nuevo and Rider, Dunlap Drive between Nuevo and Orange Avenue, Foothill between Nuevo and Orange Ave., Antelope between Nuevo Road and Ramona Expressway, Bernasconi between Orange Avenue and Ramona Expressway, Menifee Road between Mapes Road and Nuevo Road, Reservoir Avenue between Nuevo Road and Ramona Expressway, Lakeview between Nuevo and 10th Street, Hansen Ave. between Contour Avenue and 10th Street, Warren Road between Cottonwood and Ramona Expressway, and Sanderson between Ramona Expressway and Gilman Springs Road. Thus, effects of traffic from cumulative development without the project on both intersections and roadway segments are **significant without mitigation**.

Table 5.14-AR, Street Segment Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	55,500	Expressway	4	1.36	F	Expressway	8	0.68	B
Perris Blvd. to Evans Rd.	Perris/D	53,200	Expressway	4	1.30	F	Expressway	6	0.87	D
Evans Rd. to Lake Perris Dr.	Perris/D	48,900	Expressway	4	1.20	F	Expressway	6	0.80	C
Lake Perris Dr. to Rider St.	Perris/D	48,400	Expressway	4	1.18	F	Expressway	6	0.79	C
Rider St. to Antelope Rd.	Riv. Co./D	52,700	Freeway	2	1.38	F	Freeway	4	0.69	≤C
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	50,900	Freeway	2	1.33	F	Freeway	4	0.67	≤C
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	45,200	Freeway	2	1.18	F	Freeway	4	0.59	≤C
Reservoir Ave. to Town Center Blvd.	Riv. Co./D	50,400	Freeway	2	1.32	F	Freeway	4	0.66	≤C
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	53,200	Freeway	2	1.39	F	Freeway	4	0.70	≤C
Park Center Blvd. to Warren Rd.	Riv. Co./D	51,100	Freeway	2	1.33	F	Freeway	4	0.67	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	45,700	Expressway	2	2.31	F	Expressway	6	0.75	≤C
Gilman Springs Road										
Bridge St. to Warren Rd.	Riv. Co./D	24,100	Arterial	2	1.34	F	Arterial	4	0.67	≤C
Warren Rd. to SR-79	Riv. Co./D	22,700	Arterial	2	1.26	F	Arterial	4	0.63	≤C
Placentia Avenue										
Redlands Ave. to Evans Rd.	Perris/D	23,800	Arterial	2	1.32	F	Arterial	4	0.66	B
Orange Avenue										
Redlands Ave. to Evans Rd.	Perris/D	25,500	Secondary	2	1.42	F	Secondary	4	0.71	C
Evans Rd. to Dunlap Dr.	Perris/D	17,900	Secondary	2	0.99	E	Secondary	4	0.50	A
Dunlap Dr. to Bradley Rd.	Riv. Co./D	16,700	Arterial	2	0.93	E	Arterial	4	0.47	≤C
Antelope Rd. W to Antelope Rd. E	Riv. Co./D	18,000	Arterial	2	1.00	E	Arterial	4	0.50	≤C
East of Bernasconi Rd.	Riv. Co./D	18,400	Arterial	2	1.02	F	Arterial	4	0.51	≤C
10th Street										
Reservoir Ave. to Lakeview Ave.	Riv. Co./D	18,000	Major	2	1.05	F	Major	4	0.53	≤C
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	32,700	Arterial	2	1.82	F	Arterial	6	0.61	B
Evans Rd. to Dunlap Rd.	Perris/D	48,600	Arterial	2	2.70	F	**Arterial**	**6**	**0.90**	**E**
Dunlap Rd. to Foothill Ave.	Riv. Co./D	60,500	Urban Arterial	2	3.36	F	Urban Arterial	8	0.84	D
Foothill Ave. to Antelope Rd.	Riv. Co./D	56,800	Urban Arterial	2	3.16	F	Urban Arterial	8	0.79	≤C
Antelope Rd. to Menifee Rd.	Riv. Co./D	52,900	Urban Arterial	2	2.94	F	Urban Arterial	8	0.74	≤C
Menifee Rd. to Lakeview Ave.	Riv. Co./D	24,000	Urban Arterial	2	1.33	F	Urban Arterial	4	0.67	≤C
Evans Road										
Nuevo Rd. to Orange Ave.	Perris/D	28,500	Arterial	2	1.58	F	Arterial	4	0.79	C
Orange Ave. to Rider St.	Perris/D	52,400	Arterial	2	2.91	F	**Arterial**	**6**	**0.97**	**E**
Rider St. to Ramona Exwy.	Perris/D	67,900	Arterial	4	1.89	F	**Arterial**	**6**	**1.26**	**F**
Dunlap Drive										
Nuevo Rd. to Orange Ave.	Perris/D	24,000	Secondary	2	1.33	F	Secondary	4	0.67	B
Foothill Avenue										

Table 5.14-AR, Street Segment Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Nuevo Rd. to Orange Ave.	Riv. Co./D	28,500	Secondary	2	2.19	F	Major	4	0.84	D
Antelope Road										
Nuevo Rd. to Orange Ave.	Riv. Co./D	25,100	Major	2	1.47	F	Major	4	0.74	≤C
Orange Ave. to Ramona Exwy.	Riv. Co./D	22,100	Arterial	2	1.23	F	Arterial	4	0.62	≤C
Bernasconi Road										
Orange Ave. to Ramona Exwy.	Riv. Co./D	21,100	Arterial	2	1.17	F	Arterial	4	0.59	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	37,200	Urban Arterial	2	2.07	F	Urban Arterial	6	0.69	≤C
Ellis Ave. to San Jacinto Ave.	Riv. Co./D	34,400	Urban Arterial	2	1.91	F	Urban Arterial	6	0.64	≤C
San Jacinto Ave. to Nuevo Rd.	Riv. Co./D	42,200	Urban Arterial	2	2.34	F	Urban Arterial	6	0.78	≤C
Reservoir Avenue										
Nuevo Rd. to 10th St.	Riv. Co./D	23,500	Urban Arterial	2	1.31	F	Urban Arterial	4	0.65	≤C
9th St. to Ramona Exwy.	Riv. Co./D	18,900	Urban Arterial	2	1.05	F	Urban Arterial	4	0.53	≤C
Lakeview Avenue										
Nuevo Rd. to North Dr.	Riv. Co./D	16,500	Collector	2	1.27	F	Secondary	4	0.64	≤C
North Dr. to 10th St.	Riv. Co./D	16,500	Collector	2	1.27	F	Secondary	4	0.64	≤C
Contour Ave. to 10th St.	Riv. Co./D	15,200	Collector	2	1.17	F	Secondary	4	0.59	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	27,200	Arterial	2	1.51	F	Arterial	4	0.76	≤C
Ramona Exwy. to Gilman Springs Rd.	Riv. Co./D	19,400	Major	2	1.13	F	Major	4	0.57	≤C
Sanderson Avenue										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	83,100	Expressway	4	2.03	F	**Expressway**	**8**	**1.02**	**F**
Hansen Avenue										
Contour Ave. to 10th St.	Riv. Co./D	15,200	Collector	2	1.17	F	Secondary	4	0.59	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	27,200	Arterial	2	1.51	F	Arterial	4	0.76	≤C
Ramona Exwy. to Gilman Springs Rd.	Riv. Co./D	19,400	Major	2	1.13	F	Major	4	0.57	≤C
Sanderson Avenue										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	83,100	Expressway	4	2.03	F	**Expressway**	**8**	**1.02**	**F**

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-23, Estimated Average Daily Traffic (ADT) – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project**. The increase from existing daily traffic is significant when **Figure 5.14-23** is compared to **Figure 5.14-5, Existing ADT**.

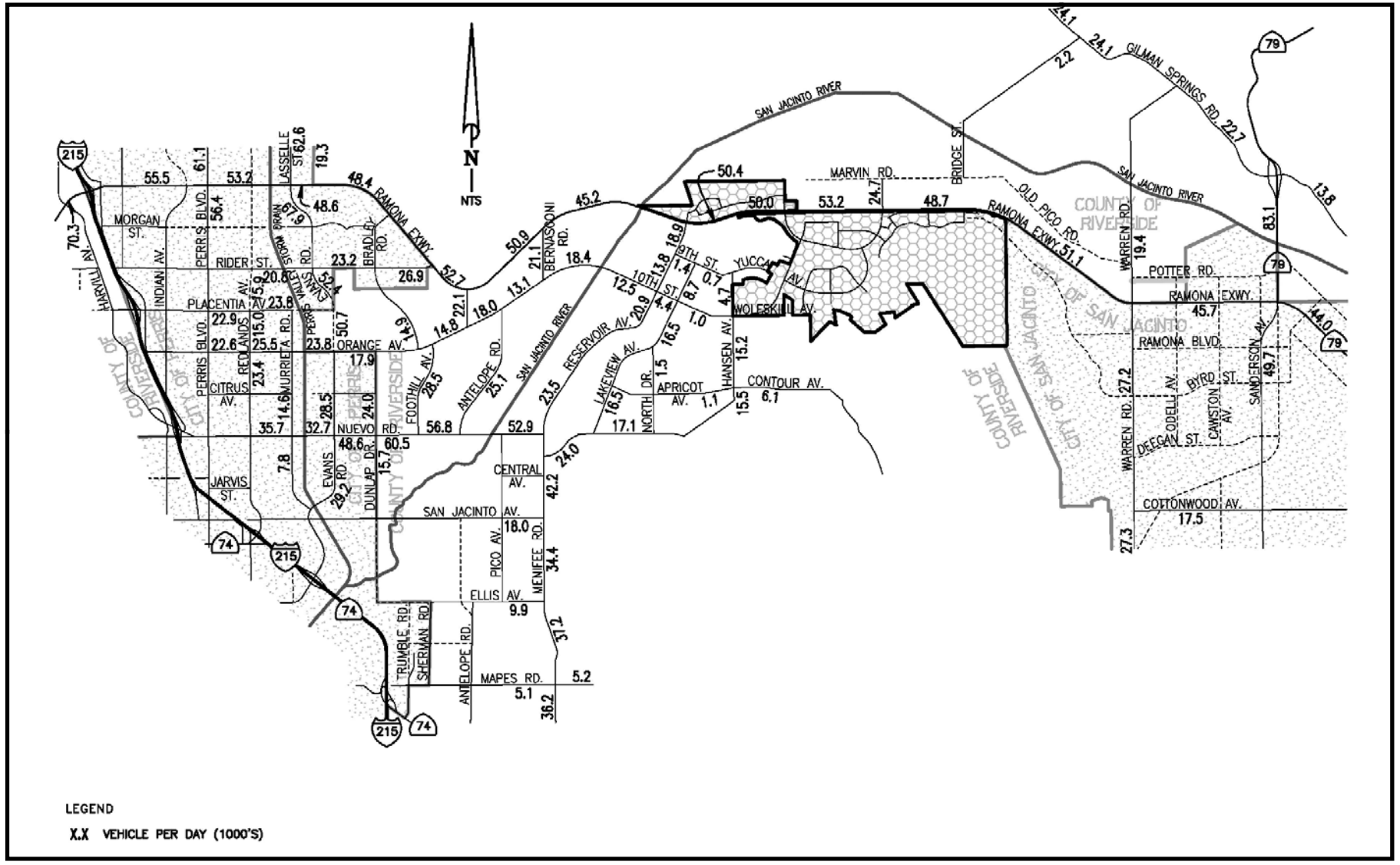


Figure 5.14-23

Estimated Average Daily Traffic (ADT) - Alternative 1 Phase 3
Existing Plus Ambient Growth Plus Cumulative Development Without Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project Conditions

To evaluate the potential impacts of the project in conjunction with other reasonably foreseeable projects, this analysis includes existing area traffic, which has been increased by a 1% per year growth rate, cumulative development traffic, and Phases 1, 2, and 3 project traffic. The 66 intersections shown in **Table 5.14-AS, Intersection Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project,** are expected to operate at an unacceptable level of service. Thus, the project contributed to the failure of 16 additional intersections. Impacts to intersections are considered significant without mitigation because LOS exceeds D.

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development With Project Conditions. The segments shown in **Table 5.14-AT, Street Segment Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project** are expected to operate at an unacceptable level of service. Thus, significant impacts will result on Ramona Expressway between I-215 and Sanderson Avenue, on Gilman Springs Road between Bridge Street and SR-79, Placentia between Redlands Blvd. and Evans Road, on Orange Avenue between Redlands Avenue to East of Bernasconi Road, on 10th Street west of Reservoir Ave. to Hansen Ave., Nuevo Road between Murrieta Road and Lakeview Avenue, Evans Road between Nuevo and Ramona Expressway, Dunlap Drive between Nuevo and Orange Avenue, Foothill between Nuevo and Orange Ave., Antelope between Nuevo Road and Ramona Expressway, Bernasconi between Orange Avenue and Ramona Expressway, Menifee Road between Mapes Road and Nuevo Road, Reservoir Avenue between Nuevo Road and Ramona Expressway, Lakeview between Nuevo and 10th Street, Hansen Ave. between Contour Avenue and 10th Street, Warren Road between Cottonwood and Ramona Expressway, Sanderson between Ramona Expressway and Gilman Springs Road, QQ between Ramona and PP Street, SS Boulevard from Hansen Avenue to Town Center/Park Center Boulevard, Town Center Boulevard between Ramona Expressway and SS Boulevard, Park Center Boulevard from SS Blvd. to Ramona Expressway, and MM Street from SS Street to LL Street. Thus, effects of traffic from cumulative development without the project on both intersections and roadway segments are **significant without mitigation**.

Table 5.14-AS, Intersection Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour Delay[2] (seconds)	AM Peak Hour LOS	PM Peak Hour Delay[2] (seconds)	PM Peak Hour LOS	Traffic Control Status[1]	AM Peak Hour Delay[2] (seconds)	AM Peak Hour LOS	PM Peak Hour Delay[2] (seconds)	PM Peak Hour LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	24.9	C	66.9	E
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	78.4	E	53.7	D
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	51.5	D	78.1	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	53.7	D	79.4	E
5	Lake Perris Dr. / Ramona Exwy.	Perris/D	Signal	153.2	F	OFL	F	Signal	23.1	C	49.1	D
6	Rider St. / Ramona Exwy.	Perris/E	Signal	95.4	F	OFL	F	Signal	17.9	B	75.5	E
7a	Antelope Rd. / Ramona WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	31.0	C	36.3	D
7b	Antelope Rd. / Ramona EB Ramps	Riv. Co./D	TWSC	13.8	B	52.1	F	Signal	8.6	A	25.5	C
8a	Bernasconi Rd. / Ramona WB Ramps	Riv. Co./D	TWSC	83.4	F	19.5	C	TWSC	12.6	B	10.7	B
8b	Bernasconi Rd. / Ramona EB Ramps	Riv. Co./D	TWSC	19.8	C	186.1	F	Signal	6.1	A	27.2	C
9a	Reservoir Ave. / Ramona WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	49.1	D	34.0	C
9b	Reservoir Ave. / Ramona EB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	15.8	B	46.8	D
12a	Town Center Blvd. / Ramona WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	24.3	C	25.7	C
12b	Town Center Blvd. / Ramona EB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	14.9	B	42.1	D
15a	Park Center Blvd. / Ramona WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.3	C	31.3	C
15b	Park Center Blvd. / Ramona EB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	28.0	C	44.4	D

Table 5.14-AS, Intersection Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
17a	Warren Rd. / Ramona WB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	15.2	B	26.0	C
17b	Warren Rd. / Ramona EB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	22.5	C	22.4	C
18	Sanderson Ave. / Ramona Exwy.	San Jacinto/D	Signal	OFL	F	OFL	F	Signal	37.5	D	52.3	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	65.2	F	OFL	F	TWSC	20.5	C	29.2	D
20	Warren Rd. / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	41.7	D	43.0	D
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	21.3	C	34.3	C
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	35.0	C	46.1	D
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	28.5	C	38.8	D
25	Reservoir Ave. / 9th St.	Riv. Co./D	TWSC	88.7	F	OFL	F	Signal	11.1	B	16.8	B
28	Evans Rd. / Rider St.	Perris/D	Signal	OFL	F	OFL	F	Signal	51.7	D	54.6	D
29	Redlands Ave. / Placentia Ave.	Perris/D	TWSC	OFL	F	OFL	F	Signal	29.9	C	52.0	D
30	Redlands Ave. / Orange Ave.	Perris/D	AWSC	OFL	F	OFL	F	Signal	30.9	C	51.8	D
31	Evans Rd. / Orange Ave.	Perris/D	TWSC	OFL	F	OFL	F	Signal	42.9	D	51.3	D
32	Bradley Rd. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	16.5	B	35.7	D
33	Foothill Ave. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	14.3	B	37.6	D
34	Antelope Rd. W / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	20.8	C	32.1	C
35	Antelope Rd. E / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	22.4	C	43.2	D
36	Bernasconi Rd. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	18.4	B	30.8	C
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.5	C	50.4	D

Table 5.14-AS, Intersection Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	31.4	C	55.0	D
39	Yucca Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	7.6	A	7.9	A
40	Hansen Ave. / 10th St.-Wolfskill Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.2	C	51.9	D
41	North Dr. / Lakeview Ave.	Riv. Co./D	TWSC	24.4	C	47.4	E	TWSC	16.4	C	31.4	D
42	Hansen Ave. / Contour Ave.	Riv. Co./D	AWSC	45.4	E	OFL	F	AWSC	15.1	C	32.0	D
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	31.6	C	43.9	D
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	38.9	D	51.7	D
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	24.3	C	38.8	D
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	26.0	C	42.1	D
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	18.8	B	33.1	C
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	41.9	D	49.9	D
49	Menifee Rd. / Nuevo Rd. (realigned)	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	22.7	C	46.0	D
50	Lakeview Ave. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	37.7	D	54.3	D
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	25.2	C	49.8	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	31.3	C	43.6	D
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	17.7	B	52.3	D
58	QQ St. / PP St.	Riv. Co./D	TWSC	15.0	B	103.2	F	Signal	25.8	C	34.6	C
61	WW St. / SS Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	8.9	A	9.9	A
62	Project Access / SS Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	17.0	B	16.1	B
63	SS Blvd./ MM St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	34.7	C	28.8	C
66	SS Blvd.-RR St. / Town Center-Park Center Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	41.6	D	52.7	D

Table 5.14-AS, Intersection Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
67	EE St. / Park Center Blvd.	Riv. Co./D	TWSC	113.3	F	OFL	F	Signal	23.5	C	35.0	C
68	MM St. / Park Center Blvd.	Riv. Co./D	TWSC	53.3	F	OFL	F	Signal	25.8	C	44.1	D
69	Park Center Blvd. / FF St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.4	C	36.7	D
70	Park Center Blvd. / VV St.	Riv. Co./D	TWSC	70.2	F	20.7	C	TWSC	19.1	C	13.3	B
73	EE St. / FF St.	Riv. Co./D	TWSC	34.1	D	OFL	F	AWSC	10.6	B	31.7	D
74	OO St. / MM St.	Riv. Co./D	TWSC	197.9	F	OFL	F	TWSC	20.3	C	31.9	D
75	KK St. / MM St.	Riv. Co./D	TWSC	54.3	F	99.2	F	TWSC	19.8	C	26.4	D
76	LL St. / MM St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	19.0	B	30.8	C
77	FF St. / GG St.	Riv. Co./D	TWSC	11.6	B	36.2	E	TWSC	11.7	B	21.8	C

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-AT, Street Segment Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	64,500	Expressway	4	1.58	F	Expressway	8	0.79	C
Perris Blvd. to Evans Rd.	Perris/D	64,600	Expressway	4	1.58	F	Expressway	8	0.79	C
Evans Rd. to Lake Perris Dr.	Perris/D	62,100	Expressway	4	1.52	F	Expressway	8	0.76	C
Lake Perris Dr. to Rider St.	Perris/D	61,600	Expressway	4	1.51	F	Expressway	8	0.75	C
Rider St. to Antelope Rd.	Riv. Co./D	67,200	Freeway	2	1.75	F	Freeway	4	0.88	D
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	66,200	Freeway	2	1.73	F	Freeway	4	0.87	D
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	60,800	Freeway	2	1.59	F	Freeway	4	0.79	≤C
Reservoir Ave. to Town Center Blvd.	Riv. Co./D	70,600	Freeway	2	1.84	F	Freeway	6	0.60	≤C
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	69,100	Freeway	2	1.80	F	Freeway	6	0.59	≤C
Park Center Blvd. to Warren Rd.	Riv. Co./D	78,000	Freeway	2	2.04	F	Freeway	6	0.66	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	54,500	Expressway	2	2.75	F	Expressway	6	0.89	D
Gilman Springs Road										
Bridge St. to Warren Rd.	Riv. Co./D	30,500	Arterial	2	1.69	F	Arterial	4	0.85	D
Warren Rd. to SR-79	Riv. Co./D	22,700	Arterial	2	1.26	F	Arterial	4	0.63	≤C
Placentia Avenue										
Redlands Ave. to Evans Rd.	Perris/D	29,500	Arterial	2	1.64	F	Arterial	4	0.82	D
Orange Avenue										
Redlands Ave. to Evans Rd.	Perris/D	29,100	Secondary	2	1.62	F	Secondary	4	0.81	D
Evans Rd. to Dunlap Dr.	Perris/D	37,100	Secondary	2	2.06	F	Arterial	6	0.69	B
Dunlap Dr. to Bradley Rd.	Riv. Co./D	35,900	Arterial	2	1.99	F	Urban Arterial	6	0.67	≤C
Bradley Rd. to Foothill Ave.	Riv. Co./D	34,000	Arterial	2	1.89	F	Urban Arterial	6	0.63	≤C
Foothill Ave. to Antelope Rd. W	Riv. Co./D	34,000	Arterial	2	1.89	F	Urban Arterial	6	0.63	≤C
Antelope Rd. W to Antelope Rd. E	Riv. Co./D	40,700	Arterial	2	2.26	F	Urban Arterial	6	0.76	≤C
Antelope Rd. E to Bernasconi Rd.	Riv. Co./D	37,500	Arterial	2	2.08	F	Urban Arterial	6	0.70	≤C
East of Bernasconi Rd.	Riv. Co./D	44,000	Arterial	2	2.44	F	Urban Arterial	6	0.82	D
10th Street										
West of Reservoir Ave.	Riv. Co./D	39,100	Major	2	2.29	F	Urban Arterial	6	0.73	≤C
Reservoir Ave. to Lakeview Ave.	Riv. Co./D	35,900	Major	2	2.10	F	Urban Arterial	6	0.67	<C
Lakeview Ave. to Yucca Ave.	Riv. Co./D	32,600	Major	2	1.91	F	Urban Arterial	6	0.60	≤C
Yucca Ave. to Hansen Ave.	Riv. Co./D	32,600	Major	2	1.91	F	Urban Arterial	6	0.60	≤C
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	34,500	Arterial	2	1.92	F	Arterial	6	0.64	B
Evans Rd. to Dunlap Rd.	Perris/D	52,400	Arterial	2	2.91	F	**Arterial**	**6**	**0.97**	**E**
Dunlap Rd. to Foothill Ave.	Riv. Co./D	65,200	Urban Arterial	2	3.62	F	**Urban Arterial**	**8**	**0.91**	**E**
Foothill Ave. to Antelope Rd.	Riv. Co./D	61,500	Urban Arterial	2	3.42	F	Urban Arterial	8	0.86	D
Antelope Rd. to Menifee Rd.	Riv. Co./D	57,600	Urban Arterial	2	3.20	F	Urban Arterial	8	0.80	D
Menifee Rd. to Lakeview Ave.	Riv. Co./D	24,000	Urban Arterial	2	1.33	F	Urban Arterial	4	0.67	≤C

Table 5.14-AT, Street Segment Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Evans Road										
Nuevo Rd. to Orange Ave.	Perris/D	37,700	Arterial	2	2.09	F	Arterial	6	0.70	B
Orange Ave. to Rider St.	Perris/D	56,800	Arterial	2	3.16	F	**Arterial**	**6**	**1.05**	**F**
Rider St. to Ramona Exwy.	Perris/D	69,000	Arterial	4	1.92	F	**Arterial**	**6**	**1.28**	**F**
Dunlap Drive										
Nuevo Rd. to Orange Ave.	Perris/D	24,800	Secondary	2	1.38	F	Secondary	4	0.69	B
Foothill Avenue										
Nuevo Rd. to Orange Ave.	Riv. Co./D	28,500	Secondary	2	2.19	F	Major	4	0.84	D
Antelope Road										
Nuevo Rd. to Orange Ave.	Riv. Co./D	26,700	Major	2	1.56	F	Major	4	0.78	≤C
Orange Ave. to Ramona Exwy.	Riv. Co./D	22,900	Arterial	2	1.27	F	Arterial	4	0.64	≤C
Bernasconi Road										
Orange Ave. to Ramona Exwy.	Riv. Co./D	22,600	Arterial	2	1.26	F	Arterial	4	0.63	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	43,600	Urban Arterial	2	2.42	F	Urban Arterial	6	0.81	D
Ellis Ave. to San Jacinto Ave.	Riv. Co./D	40,800	Urban Arterial	2	2.27	F	Urban Arterial	6	0.76	≤C
San Jacinto Ave. to Nuevo Rd.	Riv. Co./D	49,400	Urban Arterial	2	2.74	F	Urban Arterial	8	0.69	≤C
Reservoir Avenue										
Nuevo Rd. to 10th St.	Riv. Co./D	35,400	Urban Arterial	2	1.97	F	Urban Arterial	6	0.66	≤C
10th St. to 9th St.	Riv. Co./D	23,000	Urban Arterial	2	1.28	F	Urban Arterial	4	0.64	≤C
9th St. to Ramona Exwy.	Riv. Co./D	29,400	Urban Arterial	2	1.63	F	Urban Arterial	4	0.82	D
Lakeview Avenue										
Nuevo Rd. to North Dr.	Riv. Co./D	16,500	Collector	2	1.27	F	Secondary	4	0.64	≤C
North Dr. to 10th St.	Riv. Co./D	16,500	Collector	2	1.27	F	Secondary	4	0.64	≤C
Hansen Avenue										
Contour Ave. to 10th St.	Riv. Co./D	16,000	Collector	2	1.23	F	Secondary	4	0.62	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	36,600	Arterial	2	2.03	F	Urban Arterial	6	0.68	≤C
Ramona Exwy. to Gilman Springs Rd.	Riv. Co./D	25,800	Major	2	1.51	F	Major	4	0.76	≤C
Sanderson Avenue										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	87,800	Expressway	4	2.15	F	**Expressway**	**8**	**1.07**	**F**
QQ Street										
Ramona Exwy. to PP St.	Riv. Co./D	14,300	Secondary	2	1.10	F	Secondary	4	0.55	≤C
SS Boulevard										
Hansen Ave. to MM St.	Riv. Co./D	32,300	Arterial	2	1.79	F	Arterial	4	0.90	D
MM St. to Town Center-Park Center Blvd.	Riv. Co./D	18,200	Secondary	2	1.40	F	Secondary	4	0.70	≤C
Town Center Boulevard										
Ramona Exwy. to SS Blvd.-RR St.	Riv. Co./D	15,100	Secondary	2	1.16	F	Secondary	4	0.58	≤C
Park Center Boulevard										

Table 5.14-AT, Street Segment Level of Service – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
SS Blvd.-RR St. to EE St.	Riv. Co./D	19,100	Secondary	2	1.47	F	Secondary	4	0.74	≤C
MM St. to FF St.	Riv. Co./D	15,900	Secondary	2	1.22	F	Secondary	4	0.61	≤C
FF St. to Ramona Exwy.	Riv. Co./D	25,300	Arterial	2	1.41	F	Arterial	4	0.70	≤C
MM Street										
SS Blvd. to OO St.	Riv. Co./D	17,500	Secondary	2	1.35	F	Secondary	4	0.68	≤C
OO St. to KK St.	Riv. Co./D	14,500	Secondary	2	1.12	F	Secondary	4	0.56	≤C
KK St. to LL St.	Riv. Co./D	12,400	Secondary	2	0.95	E	Secondary	4	0.48	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-24a, Estimated Average Daily Traffic (ADT) – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project** and **Figure 5.14-24b, Estimated Average Daily Traffic (ADT) – Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project**. The increase from existing daily traffic is significant when **Figures 5.14-24a and 24b** are compared to **Figure 5.14-5, Existing ADT**.

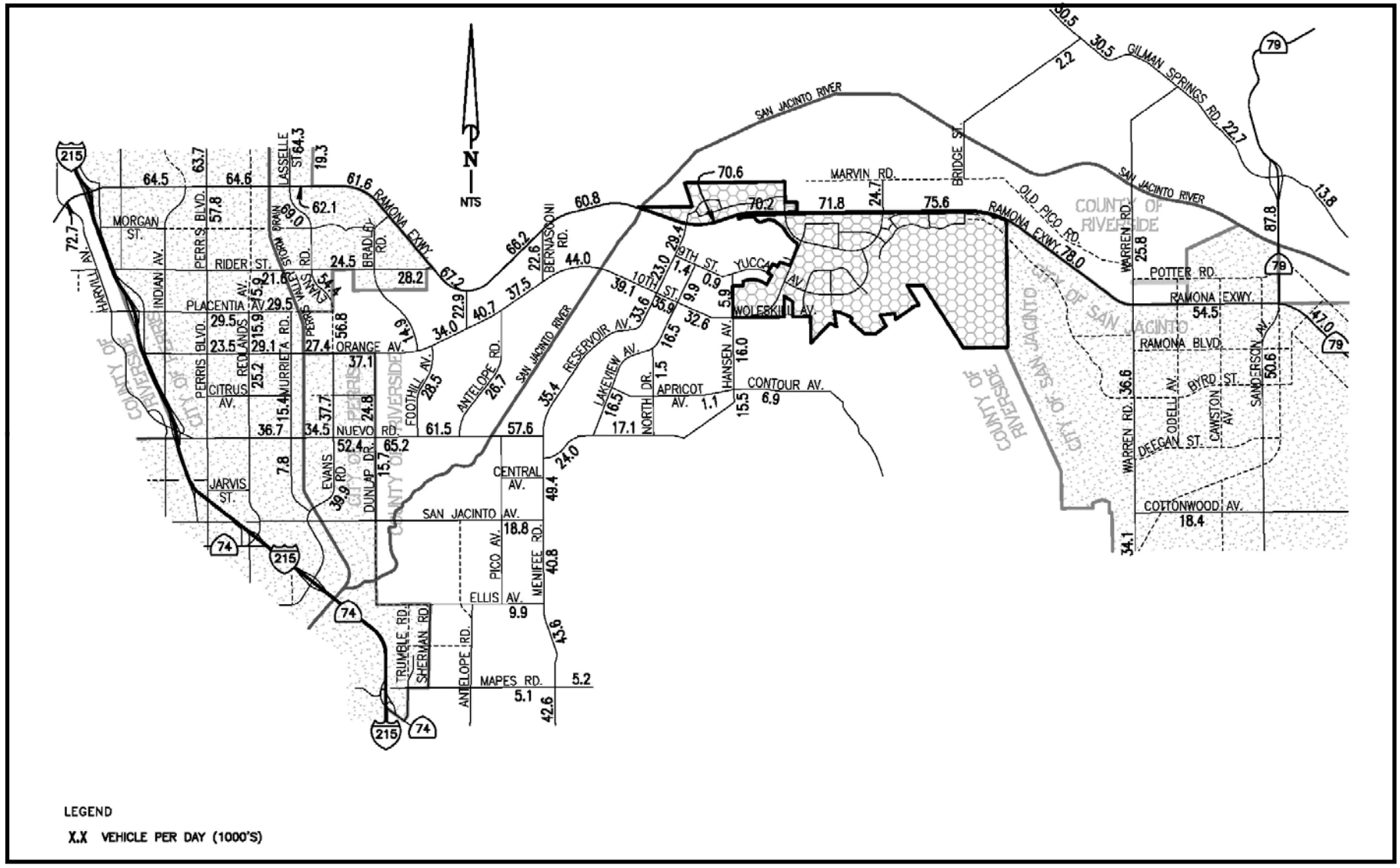


Figure 5.14-24a

Estimated Average Daily Traffic (ADT) - Alternative 1 Phase 3
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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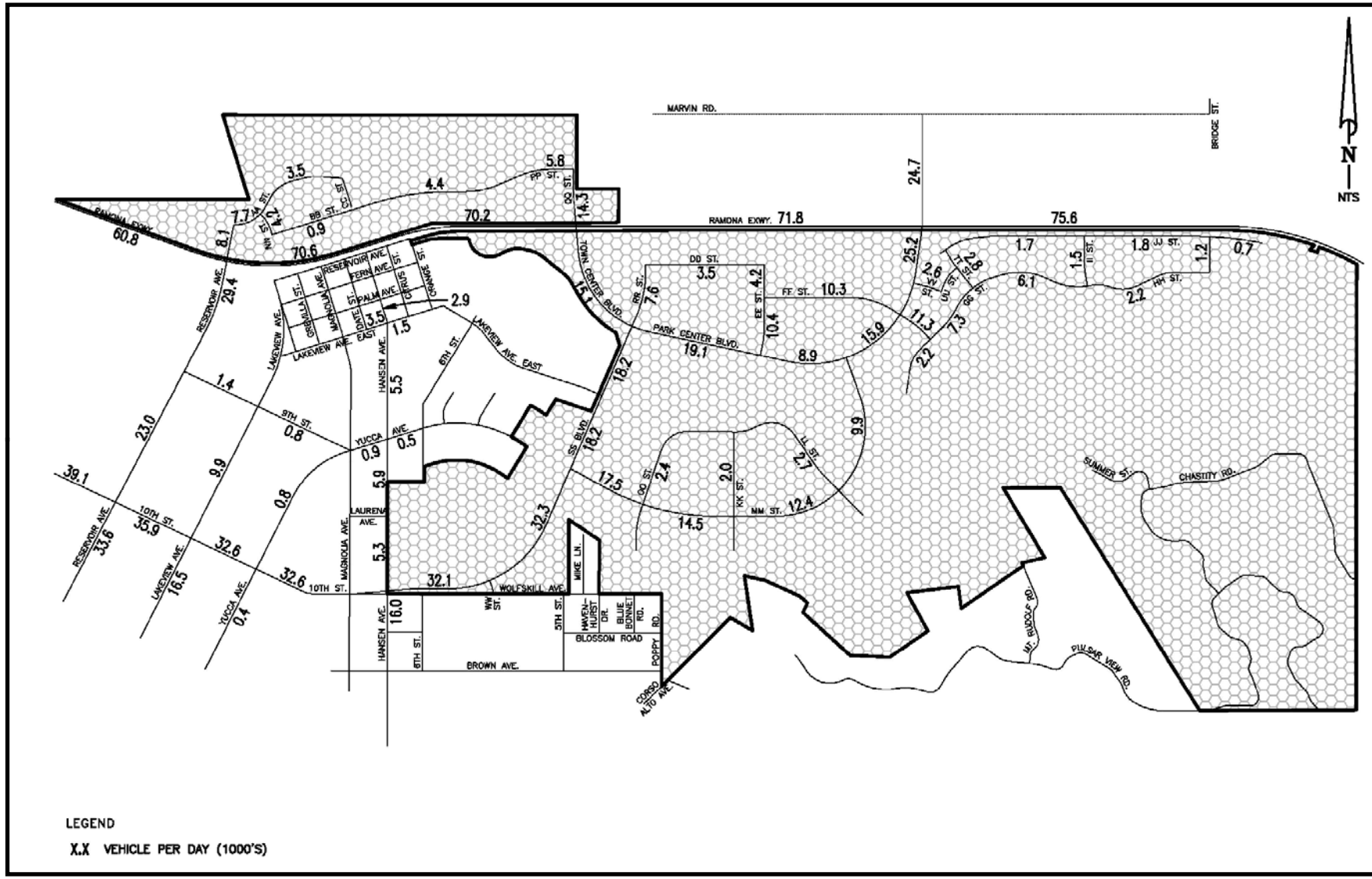


Figure 5.14-24b

Estimated Average Daily Traffic (ADT) - Alternative 1 Phase 3
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Alternative 1 Phase 3 Impacts With Mitigation

Tables 5.14-AS and 5.14-AT include columns which identify the LOS conditions which would exist "with mitigation." The mitigation measures listed below are assumed in the analysis for "with mitigation." **Table 5.14-AT** indicates that all roadway segments operate at LOS D or better with mitigation except Sanderson Avenue between Ramona Expressway and Gilman Springs Road, Nuevo Road between Evans Road and Foothill, and Evans Road between Orange Avenue to Ramona Expressway, which operates at LOS E or F, with mitigation. Therefore, by the end of Phase 3 under Alternative 1 assumptions, impacts to roadways would remain **significant with mitigation**.

Table 5.14-AS indicates that five intersections located within the city of Perris operate at LOS E when ambient growth and all other reasonably foreseeable cumulative projects' traffic are considered. The City of Perris General Plan allows LOS E at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 Freeway ramps. As shown in **Table 5.14-AS** and listed below, all five intersections projected to operate at LOS E with Phase 3 traffic are intersections which fall under this allowance. Therefore, impacts to intersections will be **less than significant with mitigation measures** listed below.

I-215 SB Ramps/Ramona Expressway
I-215 NB Ramps/Ramona Expressway
Perris Blvd. (Arterial)/ Ramona Expressway
Evans Road (Arterial)/Ramona Expressway
Rider Street (Secondary Arterial)/Ramona Expressway

Mitigation Measures

A number of the Base Case mitigation measures would apply to Alternative 1. Mitigation measures **MM Trans 1,** and **MM Trans 4** through **MM Trans 6,** are related to on-site roadways and would apply to Alternative 1 as well as the Base Case. Mitigation measures **MM Trans 24** and **MM Trans 25,** related to operations and safety, would apply to Alternative 1, also. The project would be required to contribute its "fair share" of fees, or improvements in lieu of fees, for off-site cumulative impacts pursuant to **MM Trans 26** through **MM Trans 29**. The Phase 2 Alternative 1 mitigation measures would also apply and be assumed to be in place by Phase 3.

If Alternative 1 were implemented at some point during the process of development of THE VILLAGES OF LAKEVIEW, the following mitigation measures would apply during Phase 3:

Roadways

With or without the project, it is assumed for all phases of Alternative 1 that Ramona Expressway will need to be built as a 4-lane freeway from east of Rider Street to west of Warren Road. **Table 5.14-AU** identifies this and all other roadway segment improvements that would be required to mitigate traffic impacts to roadway segments, both with and without the project.

5.14-AU, Summary of Street Segment Improvements – Alternative 1 Phase 3 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lns	Classification	Lns	Classification	Lns
Ramona Expressway						
I-215 to Perris Boulevard	Expressway	4	Expressway	***8***	Expressway	8
Perris Boulevard to Evans Road	Expressway	4	Expressway	***6***	Expressway	***8***
Evans Road to Lake Perris Dr	Expressway	4	Expressway	***6***	Expressway	***8***
Lake Perris Drive to Rider Street	Expressway	4	Expressway	***6***	Expressway	***8***
Rider Street to Antelope Road	Expressway	2	***Freeway***	***4***	Freeway	4
Antelope Road to Bernasconi Road	Expressway	2	***Freeway***	***4***	Freeway	4
Bernasconi Road to Reservoir Avenue	Expressway	2	***Freeway***	***4***	Freeway	4
Reservoir Avenue to Town Center Blvd	Expressway	2	***Freeway***	***4***	Freeway	***6***
Town Center Blvd to Park Center Blvd	Expressway	2	***Freeway***	***4***	Freeway	***6***
Park Center Blvd to Warren Road	Expressway	2	***Freeway***	***4***	Freeway	***6***
Warren Road to Sanderson Avenue	Expressway	2	Expressway	***6***	Expressway	6
Gilman Springs Road						
Bridge Street to Warren Road	Arterial	2	Arterial	***4***	Arterial	4
Warren Road to SR-79	Arterial	2	Arterial	***4***	Arterial	4
9th Street						
Reservoir Avenue to Lakeview Avenue	Secondary	2	Secondary	2	Secondary	2
Lakeview Avenue to Yucca Avenue	Secondary	2	Secondary	2	Secondary	2
Yucca Avenue						
9th Street to Hansen Avenue	Secondary	2	Secondary	2	Secondary	2
Rider Street						
Evans Road to Ramona Expressway	Arterial	4	Arterial	4	Arterial	4
Placentia Avenue						
Redlands Avenue to Evans Road	Arterial	2	Arterial	***4***	Arterial	4
Orange Avenue						
Redlands Avenue to Evans Road	Secondary	2	Secondary	***4***	Secondary	4
Evans Road to Dunlap Drive	Secondary	2	Secondary	***4***	***Arterial***	***6***
Dunlap Drive to Bradley Road	Arterial	0	Arterial	***4***	***Urban Arterial***	***6***
Bradley Road to Foothill Avenue	Arterial	0	Arterial	***2***	***Urban Arterial***	***6***
Foothill Avenue to Antelope Road (W)	Arterial	0	Arterial	***2***	***Urban Arterial***	***6***
Antelope Road (W) to Antelope Road (E)	Arterial	0	Arterial	***4***	***Urban Arterial***	***6***
Antelope Road (E) to Bernasconi Road	Arterial	0	Arterial	***2***	***Urban Arterial***	***6***
East of Bernasconi Road	DNE	0	***Arterial***	***4***	***Urban Arterial***	***6***
10th Street						
West of Reservoir Avenue	Major	0	Major	***2***	***Urban Arterial***	***6***
Reservoir Avenue to Lakeview Avenue	Major	2	Major	***4***	***Urban Arterial***	***6***
Lakeview Avenue to Yucca Avenue	Major	2	Major	2	***Urban Arterial***	***6***
Yucca Avenue to Hansen Avenue	Major	2	Major	2	***Urban Arterial***	***6***
Nuevo Road						
Murrieta Road to Evans Road	Arterial	2	Arterial	***6***	Arterial	6

5.14-AU, Summary of Street Segment Improvements – Alternative 1 Phase 3 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lns	Classification	Lns	Classification	Lns
Evans Road to Dunlap Road	Arterial	2	Arterial	***6***	Arterial	6
Dunlap Road to Foothill Avenue	Urban Arterial	2	Urban Arterial	***8***	Urban Arterial	8
Foothill Avenue to Antelope Road	Urban Arterial	2	Urban Arterial	***8***	Urban Arterial	8
Antelope Road to Menifee Road	Urban Arterial	2	Urban Arterial	***8***	Urban Arterial	8
Menifee Road to Lakeview Avenue	Urban Arterial	2	Urban Arterial	***4***	Urban Arterial	4
Redlands Avenue						
Orange Avenue to Placentia Avenue	Secondary	4	Secondary	4	Secondary	4
Evans Road						
Nuevo Road to Orange Avenue	Arterial	2	Arterial	***4***	Arterial	***6***
Orange Avenue to Rider Street	Arterial	2	Arterial	***6***	Arterial	6
Rider Street to Ramona Expressway	Arterial	4	Arterial	***6***	Arterial	6
Dunlap Drive						
Nuevo Road to Orange Avenue	Secondary	2	Secondary	***4***	Secondary	4
Foothill Avenue						
Nuevo Road to Orange Avenue	Secondary	2	***Major***	***4***	Major	4
Antelope Road						
Nuevo Road to Orange Avenue	Major	0	Major	***4***	Major	4
Orange Avenue to Ramona Expressway	Major	0	***Arterial***	***4***	Arterial	4
Bernasconi Road						
Orange Avenue to Ramona Expressway	Arterial	0	Arterial	***4***	Arterial	4
Menifee Road						
Mapes Road to Ellis Avenue	Urban Arterial	2	Urban Arterial	***6***	Urban Arterial	6
Ellis Avenue to San Jacinto Avenue	Urban Arterial	2	Urban Arterial	***6***	Urban Arterial	6
San Jacinto Avenue to Nuevo Road	Urban Arterial	2	Urban Arterial	***6***	Urban Arterial	***8***
Reservoir Avenue						
Nuevo Road to 10th Street	Urban Arterial	0	Urban Arterial	***4***	Urban Arterial	***6***
10th Street to 9th Street	Urban Arterial	2	Urban Arterial	2	Urban Arterial	***4***
9th Street to Ramona Expressway	Urban Arterial	0	Urban Arterial	***4***	Urban Arterial	4
Ramona Expressway to AA Street	DNE	0	DNE	0	***Collector***	***2***
Lakeview Avenue						
Nuevo Road to North Drive	Collector	2	***Secondary***	***4***	Secondary	4
North Drive to 10th Street	Collector	2	***Secondary***	***4***	Secondary	4
10th Street to 9th Street	Collector	2	Collector	2	Collector	2
North of 9th Street	Collector	2	Collector	2	Collector	2
Hansen Avenue						
Contour Avenue to 10th Street	Major	2	***Secondary***	***4***	Secondary	4
10th Street to Yucca Avenue	Major	2	***Collector***	2	Collector	2
Yucca Avenue to Lakeview Ave E	Major	2	***Collector***	2	Collector	2
Lakeview Ave E to Ramona Expressway	Major	2	***Collector***	2	Collector	2
Warren Road						
Cottonwood Ave to Ramona Exwy	Arterial	2	Arterial	***4***	***Urban Arterial***	***6***

5.14-AU, Summary of Street Segment Improvements – Alternative 1 Phase 3 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lns	Classification	Lns	Classification	Lns
Ramona Exwy to Gilman Springs Road	DNE	0	***Major***	***4***	Major	4
Sanderson Avenue (SR-79)						
Ramona Exwy to Gilman Springs Road	Expressway	4	Expressway	***8***	Expressway	8
AA Street						
Reservoir Avenue to NN Street	DNE	0	DNE	0	***Collector***	***2***
NN Street to CC Street	DNE	0	DNE	0	***Collector***	***2***
BB Street						
NN Street to CC Street	DNE	0	DNE	0	***Collector***	***2***
CC Street to School	DNE	0	DNE	0	***Collector***	***2***
PP Street						
School to QQ Street	DNE	0	DNE	0	***Collector***	***2***
NN Street						
BB Street to AA Street	DNE	0	DNE	0	***Collector***	***2***
CC Street						
BB Street to AA Street	DNE	0	DNE	0	***Collector***	***2***
QQ Street						
Ramona Expressway to PP Street	DNE	0	DNE	0	***Secondary***	***4***
SS Boulevard						
Hansen Avenue to MM Street	DNE	0	DNE	0	***Arterial***	***4***
MM St to Town Center / Park Center Blvd	DNE	0	DNE	0	***Secondary***	***4***
Town Center Boulevard						
Ramona Exwy to SS Blvd / RR Street	DNE	0	DNE	0	***Secondary***	***4***
Park Center Boulevard						
SS Boulevard / RR Street to EE Street	DNE	0	DNE	0	***Secondary***	***4***
EE Street to MM Street	DNE	0	DNE	0	***Collector***	***2***
MM Street to FF Street	DNE	0	DNE	0	***Secondary***	***4***
FF Street to Ramona Expressway	DNE	0	DNE	0	***Arterial***	***4***
RR Street						
Town Center / Park Center Blvd to DD St	DNE	0	DNE	0	***Collector***	***2***
DD Street						
RR Street to EE Street	DNE	0	DNE	0	***Collector***	***2***
EE Street						
Park Center Boulevard to FF Street	DNE	0	DNE	0	***Collector***	***2***
FF Street to DD Street	DNE	0	DNE	0	***Collector***	***2***
FF Street						
EE Street to Park Center Boulevard	DNE	0	DNE	0	***Collector***	***2***
Park Center Boulevard to GG Street	DNE	0	DNE	0	***Secondary***	***2***
MM Street						
SS Boulevard to OO Street	DNE	0	DNE	0	***Secondary***	***4***
OO Street to KK Street	DNE	0	DNE	0	***Secondary***	***4***

5.14-AU, Summary of Street Segment Improvements – Alternative 1 Phase 3 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lns	Classification	Lns	Classification	Lns
KK Street to LL Street	DNE	0	DNE	0	***Secondary***	***4***
LL Street to Park Center Boulevard	DNE	0	DNE	0	***Secondary***	***2***
FF Street to TT Street	DNE	0	DNE	0	***Collector***	***2***
TT Street to II Street	DNE	0	DNE	0	***Collector***	***2***
HH Street						
II Street to JJ Street	DNE	0	DNE	0	***Collector***	***2***
JJ Street						
TT Street to II Street	DNE	0	DNE	0	***Collector***	***2***
II Street to HH Street	DNE	0	DNE	0	***Collector***	***2***
II Street						
GG Street / HH Street to JJ Street	DNE	0	DNE	0	***Collector***	***2***
TT Street						
GG Street to UU Street	DNE	0	DNE	0	***Collector***	***2***
UU Street to JJ Street	DNE	0	DNE	0	***Collector***	***2***
UU Street						
VV Street to TT Street	DNE	0	DNE	0	***Collector***	***2***
VV Street						
Park Center Boulevard to UU Street	DNE	0	DNE	0	***Collector***	***2***

Intersections

The following improvements would be required to mitigate for Phase 3 cumulative impacts without the project, if the Alternative 1 County-led GPA were adopted and Phase 1 and 2 were in place:

Alternative 1 Phase 3 Existing plus Ambient Growth plus Cumulative Scenario:

- Construct the signalized intersection of Town Center Boulevard and Ramona Westbound Ramps to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: Not applicable.
  Westbound: One shared left turn and right turn lane.

- Construct the signalized intersection of Town Center Boulevard and Ramona Eastbound Ramps to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: One shared left turn, through, and right turn lane.
  Westbound: Not applicable.

- Construct the signalized intersection of Park Center Boulevard and Ramona Westbound Ramps to include the following geometrics:
  Northbound: One left turn lane. Two through lanes.
  Southbound: One through lane. One shared through and right turn lane.
  Eastbound: Not applicable.
  Westbound: One shared left turn, through, and right turn lane.

- Construct the signalized intersection of Park Center Boulevard and Ramona Eastbound Ramps to include the following geometrics:
  Northbound: One through lane. One shared through and right turn lane.
  Southbound: One left turn lane. Two through lanes.
  Eastbound: One shared left turn, through, and right turn lane.
  Westbound: Not applicable.

- Install a traffic signal at the intersection of Hansen Avenue and 10th Street - Wolfskill Avenue to include the following geometrics:
  Northbound: One left turn lane. One through lane. One right turn lane.
  Southbound: One left turn lane. One shared through and right turn lane.
  Eastbound: One left turn lane. One through lane. One right turn lane.
  Westbound: One left turn lane. One shared through and right turn lane.

The following improvements, in addition to those listed above, would be required to mitigate for cumulative Phase 3 impacts with the project, if the Alternative 1 County-led GPA were adopted:

Phase 3 Alternative 1 Existing plus Ambient Growth plus Project plus Cumulative Scenario:

- Construct the signalized intersection of Reservoir Avenue and Ramona Westbound Ramps to include the following geometrics:
  Northbound: One left turn lane. One through lane.
  Southbound: One shared through and right turn lane.
  Eastbound: Not applicable.
  Westbound: One left turn lane. One shared left turn and through lane.

- Construct the signalized intersection of Town Center Boulevard and Ramona Westbound Ramps to include the following geometrics:
  Northbound: Two through lanes. One right turn lane.
  Southbound: One left turn lane. Two through lanes.
  Eastbound: Not applicable.
  Westbound: One left turn lane. One right turn lane.

- Construct the signalized intersection of Town Center Boulevard and Ramona Eastbound Ramps to include the following geometrics:
  Northbound: Two through lanes. One right turn lane.
  Southbound: One left turn lane. Two through lanes.
  Eastbound: One shared through and right turn lane. One right turn lane.
  Westbound: Not applicable.

- Construct the signalized intersection of Park Center Boulevard and Ramona Westbound Ramps to include the following geometrics:
  Northbound: One left turn lane. Two through lanes.
  Southbound: Two through lanes. One right turn lane.
  Eastbound: Not applicable.
  Westbound: One left turn lane. One shared left turn, through, and right turn lane. One right turn lane.

- Construct the signalized intersection of Park Center Boulevard and Ramona Eastbound Ramps to include the following geometrics:
  Northbound: Two through lanes. One right turn lane.
  Southbound: One left turn lane. Two through lanes.
  Eastbound: One left turn lane. One shared left turn and through lane. One right turn lane.
  Westbound: Not applicable.

- Install a traffic signal at the intersection of Hansen Avenue and 10th Street - Wolfskill Avenue to include the following geometrics:
  Northbound: Two left turn lanes. One through lane. One free right turn lane.
  Southbound: One left turn lane. One through lane. One right turn lane.
  Eastbound: One left turn lane. Two through lanes. One right turn lane.
  Westbound: One left turn lane. One through lane. One shared through and right turn lane.

- Construct the signalized intersection of WW Street and SS Boulevard to include the following geometrics:
  Northbound: One shared left turn and right turn lane.
  Southbound: Not applicable.
  Eastbound: One through lane. One shared through and right turn lane.
  Westbound: One left turn lane. Two through lanes.

- Construct the signalized intersection of SS Boulevard and MM Street to include the following geometrics:
  Northbound: One left turn lane. Two through lanes. One right turn lane.
  Southbound: One left turn lane. One through lane. One shared through and right turn lane.
  Eastbound: One left turn lane. One shared through and right turn lane.
  Westbound: Two left turn lanes. One through lane. One right turn lane.

- Construct the signalized intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics:
  Northbound: One left turn lane. One through lane. One right turn lane.
  Southbound: One left turn lane. One shared through and right turn lane.
  Eastbound: One left turn lane. Two through lanes. One right turn lane.
  Westbound: One left turn lane. One through lane. One shared through and right turn lane.

- Construct the signalized intersection of EE Street and Park Center Boulevard to include the following geometrics:

Northbound: One left turn lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
Westbound: One left turn lane. One through lane. One shared through and right turn lane.

- Construct the signalized intersection of Park Center Boulevard and FF Street to include the following geometrics:
  Northbound: One left turn lane. Two through lanes. One right turn lane.
  Southbound: One left turn lane. Two through lanes. One right turn lane.
  Eastbound: One left turn lane. One shared through and right turn lane.
  Westbound: One left turn lane. One through lane. One right turn lane.

- Construct the intersection of Park Center Boulevard and VV Street to include the following geometrics:
  Northbound: One through lane. One shared through and right turn lane.
  Southbound: One through lane. One shared through and right turn lane.
  Eastbound: One right turn lane. Stop controlled.
  Westbound: One right turn lane. Stop controlled.

- Construct the intersection of RR Street and DD Street to include the following geometrics:
  Northbound: One shared left turn, through, and right turn lane.
  Southbound: One shared left turn, through, and right turn lane.
  Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
  Westbound: One shared left turn, through, and right turn lane. Stop controlled.

- Construct the intersection of EE Street and DD Street to include the following geometrics:
  Northbound: One shared left turn and through lane.
  Southbound: One shared through and right turn lane.
  Eastbound: One shared left turn and right turn lane. Stop controlled.
  Westbound: Not applicable.

- Construct the intersection of EE Street and FF Street to include the following geometrics:
  Northbound: One shared left turn, through, and right turn lane. Stop controlled.
  Southbound: One shared left turn, through, and right turn lane. Stop controlled.
  Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
  Westbound: One shared left turn, through, and right turn lane. Stop controlled.

- Construct the intersection of OO Street and MM Street to include the following geometrics:
  Northbound: One shared left turn, through, and right turn lane. Stop controlled.
  Southbound: One shared left turn, through, and right turn lane. Stop controlled.
  Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
  Westbound: One left turn lane. One through lane. One shared through and right turn lane.

- Construct the intersection of KK Street and MM Street to include the following geometrics:
  Northbound: One shared left turn, through, and right turn lane. Stop controlled.
  Southbound: One shared left turn, through, and right turn lane. Stop controlled.
  Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
  Westbound: One left turn lane. One through lane. One shared through and right turn lane.

- Construct the signalized intersection of LL Street and MM Street to include the following geometrics:
  Northbound: One left turn lane. One shared through and right turn lane.
  Southbound: One left turn lane. One shared through and right turn lane.

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

- Construct the intersection of FF Street and GG Street to include the following geometrics:
  Northbound: Not applicable.
  Southbound: One left turn lane. One right turn lane. Stop controlled.
  Eastbound: One left turn lane. One through lane.
  Westbound: One shared through and right turn lane.

- Construct the intersection of TT Street and GG Street to include the following geometrics:
  Northbound: Not applicable.
  Southbound: One shared left turn and right turn lane. Stop controlled.
  Eastbound: One shared left turn and through lane.
  Westbound: One shared through and right turn lane.

- Construct the intersection of II Street and JJ Street to include the following geometrics:
  Northbound: One shared left turn and right turn lane. Stop controlled.
  Southbound: Not applicable.
  Eastbound: One shared through and right turn lane.
  Westbound: One shared left turn and through lane.

- Construct the intersection of TT Street and JJ Street to include the following geometrics:
  Northbound: One shared left turn and right turn lane. Stop controlled.
  Southbound: Not applicable.
  Eastbound: One shared through and right turn lane.
  Westbound: One shared left turn and through lane.

- Construct the intersection of TT Street and UU Street to include the following geometrics:
  Northbound: One shared left turn and through lane.
  Southbound: One shared through and right turn lane.
  Eastbound: One shared left turn and right turn lane. Stop controlled.
  Westbound: Not applicable.

Summary of Environmental Effects After Mitigation Measures are Implemented – Alternative 1 Phase 3

The above analysis shows that implementation of the applicable Base Case mitigation measures, the mitigation measures listed above, and payment of fees to address off-site infrastructure will mitigate potential impacts to all intersections and roadway segments except Sanderson Avenue between Ramona Expressway and Gilman Springs Road, Nuevo Road between Evans Road and Foothill, and Evans Road from Orange Avenue to Ramona Expressway, which operate at LOS E or F, with mitigation. Therefore, by the end of Phase 3 under Alternative 1 assumptions, impacts to roadways would remain **significant with mitigation.** As identified in the Base Case analysis, at the time Phase 1 of the project is operational, it is not known which of the off-site regional improvements will be constructed. Therefore, there is a possibility that project-generated traffic will result in temporary project-specific and cumulatively significant impacts to levels of service in the project vicinity.

Environmental Impacts Before Mitigation – Alternative 2

For informational purposes, and because Mid County Parkway is reasonably foreseeable in the longer term, the Alternative 2 analysis is presented in the following section. The Alternative 2 analysis focuses on the first threshold only, as with Alternative 1. Alternative 2 evaluates Ramona Expressway with respect to plans for the grade-separated freeway pursuant to Riverside County Transportation Commission's (RCTC) plans for the "Mid County Parkway," a 32-mile long freeway connecting Hemet to the I-15 Freeway near Corona. As none of the Mid County Parkway will be in place during the Phase 1 and 2 timeframes, only Phase 3 is evaluated for Alternative 2.

***Threshold*:** *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (exceed LOS D), and/or cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).*

ALTERNATIVE 2

Phase 3 (2016-2020/Buildout)

As with the Base Case and Alternative 1, Phase 3 for Alternative 2 analysis includes the following proposed developments:

- 2,520 Medium-High Density Residential Dwelling Units
- 3,310 High Density Residential Dwelling Units
- 4,290 Very High Density Residential Dwelling Units
- 1,230 Highest Density Residential Dwelling Units
- 3 Elementary School
- 400 Thousand Square Feet of Retail
- 100 Thousand Square Feet of Office/Service
- 147.8 Acres of Park

Phase 3 of the proposed project is projected to generate approximately 85,021 daily external trips-ends, including 5,520 external trip-ends during the AM peak hour, and 7,766 external trip-ends during the PM peak hour.

Alternative 2 Phase 3 analysis assumes existing intersection controls, intersection geometrics, and through traffic lanes. This scenario assumes that the Riverside County-led General Plan Circulation Element Amendment is adopted and that the following roadway system changes are in place:

- Far South alignment of Mid County Parkway as a freeway from SR-79 to I-15.
- Evans Road interchange at Mid County Parkway.
- Antelope Road interchange at Mid County Parkway at the proposed General Plan Circulation amendment location.
- Reservoir Avenue connection from Nuevo Road to Mid County Parkway with an interchange at Mid County Parkway.
- Lakeview Avenue disconnected at Mid County Parkway.
- Davis Road/Hansen Avenue disconnected at Mid County Parkway.
- Town Center Boulevard interchange at Mid County Parkway.
- Park Center Boulevard interchange at Mid County Parkway.
- Bridge Street disconnected at Mid County Parkway.
- Warren Road connection from Mid County Parkway to Gilman Springs Road with an interchange at Mid County Parkway.
- Orange Avenue/10th Street connection from city of Perris to Reservoir Avenue.
- Realignment of Nuevo Road east of Menifee Road/Reservoir Avenue.
- Placentia Avenue interchange at I-215.
- Ellis Avenue/Evans Road interchange at I-215.

Alternative 2 Phase 3 – Existing plus Ambient Growth plus Cumulative Development Without Project Conditions

To evaluate the effect of reasonably foreseeable projects projected to be built within the project vicinity under Alternative 2 Phase 3 conditions, this analysis includes existing area traffic, which has been increased by a 1% per year growth rate, and cumulative development traffic, without project traffic. The 39 intersections shown in **Table 5.14-AV, Intersection Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project,** are projected to operate at an unacceptable level of service. Therefore, impacts to intersections would be **significant without mitigation** even without the project.

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development without Project conditions. The segments shown in **Table 5.14-AW, Street Segment Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project** are projected to operate at an unacceptable level of service. Without mitigation, all segments would operate at LOS F,

except for Ramona Expressway from 1-215 to Evans Road, which would operate at LOS E, resulting in **significant impacts, without mitigation**.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-25, Estimated Average Daily Traffic (ADT) – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project**.

Table 5.14-AV, Intersection Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

			Without Mitigation					With Mitigation				
				AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour	
	Intersection	Jurisdiction/ Allowable LOS	Traffic Control Status[1]	Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS	Traffic Control Status[1]	Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	185.4	F	OFL	F	Signal	30.4	C	75.3	E
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	65.5	E	42.0	D
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	46.9	D	63.1	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	49.6	D	67.6	E
5	Lake Perris Dr. / Ramona Exwy.	Perris/D	Signal	17.5	B	138.9	F	Signal	11.8	B	44.0	D
6	Rider St. / Ramona Exwy.	Perris/E	Signal	39.1	D	152.3	F	Signal	24.6	C	62.5	E
7a	Antelope Rd. / MCP WB Ramps	Riv. Co./D	TWSC	170.6	F	OFL	F	Signal	37.5	D	39.1	D
7b	Antelope Rd. / MCP EB Ramps	Riv. Co./D	TWSC	13.8	B	54.0	F	Signal	10.7	B	19.7	B
9a	Reservoir Ave. / MCP WB Ramps	Riv. Co./D	TWSC	20.1	C	140.9	F	Signal	20.2	C	24.0	C
17a	Warren Rd. / Ramona WB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	16.4	B	48.8	D
17b	Warren Rd. / Ramona EB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	23.3	C	44.8	D
18a	Sanderson Ave. / MCP WB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	32.1	C	46.2	D
18b	Sanderson Ave. / MCP EB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	29.4	C	43.9	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	25.4	D	56.7	F	Signal	11.7	B	11.2	B
20	Warren Rd. / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	23.6	C	36.9	D
21	SR-79 SB Ramps / Gilman Springs	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.8	C	46.4	D

Table 5.14-AV, Intersection Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
	Rd.											
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	22.5	C	23.8	C
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	26.6	C	30.4	C
28	Evans Rd. / Rider St.	Perris/D	Signal	74.7	E	115.0	F	Signal	38.1	D	46.5	D
29	Redlands Ave. / Placentia Ave.	Perris/D	TWSC	OFL	F	OFL	F	Signal	27.8	C	41.0	D
84a	Evans Rd. / MCP WB Ramps	Perris/D	TWSC	OFL	F	OFL	F	Signal	12.1	B	29.6	C
84b	Evans Rd. / MCP EB Ramps	Perris/D	TWSC	OFL	F	OFL	F	Signal	24.6	C	49.8	D
30	Redlands Ave. / Orange Ave.	Perris/D	AWSC	14.0	B	57.2	F	Signal	32.9	C	33.6	C
31	Evans Rd. / Orange Ave.	Perris/D	TWSC	OFL	F	OFL	F	Signal	24.0	C	43.7	D
32	Bradley Rd. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.9	C	28.5	C
33	Foothill Ave. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	25.3	C	53.8	D
34	Antelope Rd. / Orange Ave.	Riv. Co./D	TWSC	172.7	F	OFL	F	Signal	10.3	B	16.7	B
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	32.8	C	33.4	C
40	Hansen Ave. / 10th St.-Wolfskill Ave.	Riv. Co./D	TWSC	15.1	C	OFL	F	Signal	26.7	C	28.6	C
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	28.1	C	43.5	D
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	35.5	D	53.6	D
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	26.2	C	48.4	D
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	49.4	D	52.7	D
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	32.6	C	46.4	D
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	28.1	C	42.6	D

Table 5.14-AV, Intersection Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development Without Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
49	Menifee Rd. / Nuevo Rd. (realigned)	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	24.6	C	49.9	D
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	27.8	C	39.7	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	8.9	A	9.1	A
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	18.4	B	42.1	D

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-AW, Street Segment Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development without Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	40,000	Expressway	4	0.98	E	Expressway	6	0.65	B
Perris Blvd. to Evans Rd.	Perris/D	39,600	Expressway	4	0.97	E	Expressway	6	0.65	B
Evans Rd. to Lake Perris Dr.	Perris/D	42,800	Expressway	4	1.05	F	Expressway	6	0.70	B
Lake Perris Dr. to Rider St.	Perris/D	42,800	Expressway	4	1.05	F	Expressway	6	0.70	B
Rider St. to Antelope Rd.	Riv. Co./D	47,000	Freeway	2	1.23	F	Freeway	4	0.61	≤C
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	61,000	Freeway	2	1.59	F	Freeway	4	0.80	≤C
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	62,700	Freeway	2	1.64	F	Freeway	4	0.82	D
Reservoir Ave. to Town Center Blvd.	Riv. Co./D	75,800	Freeway	2	1.98	F	Freeway	6	0.65	≤C
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	73,500	Freeway	2	1.92	F	Freeway	6	0.63	≤C
Park Center Blvd. to Warren Rd.	Riv. Co./D	84,100	Freeway	2	2.20	F	Freeway	6	0.72	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	77,900	Freeway	2	2.03	F	Freeway	6	0.66	≤C
Gilman Springs Road										
Bridge St. to Warren Rd.	Riv. Co./D	36,600	Arterial	2	2.03	F	Urban Arterial	6	0.68	≤C
Orange Avenue										
Antelope Rd. W to Antelope Rd. E	Riv. Co./D	23,100	Arterial	2	1.28	F	Arterial	4	0.64	≤C
Antelope Rd. E to Bernasconi Rd.	Riv. Co./D	21,400	Arterial	2	1.19	F	Arterial	4	0.60	≤C
East of Bernasconi Rd.	Riv. Co./D	21,800	Arterial	2	1.21	F	Arterial	4	0.61	≤C
10th Street										
West of Reservoir Ave.	Riv. Co./D	20,700	Major	2	1.21	F	Major	4	0.61	≤C
Reservoir Ave. to Lakeview Ave.	Riv. Co./D	17,900	Major	2	1.05	F	Major	4	0.52	≤C
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	23,900	Arterial	2	1.33	F	Arterial	4	0.67	B
Evans Rd. to Dunlap Rd.	Perris/D	52,400	Arterial	2	2.91	F	**Arterial**	**6**	**0.97**	**E**
Dunlap Rd. to Foothill Ave.	Riv. Co./D	53,500	Urban Arterial	2	2.97	F	Urban Arterial	8	0.75	≤C
Foothill Ave. to Antelope Rd.	Riv. Co./D	50,500	Urban Arterial	2	2.81	F	Urban Arterial	8	0.70	≤C
Antelope Rd. to Menifee Rd.	Riv. Co./D	50,500	Urban Arterial	2	2.81	F	Urban Arterial	8	0.70	≤C
Evans Road										
Nuevo Rd. to Orange Ave.	Perris/D	40,900	Arterial	2	2.27	F	Arterial	6	0.76	C
Orange Ave. to Rider St.	Perris/D	49,600	Arterial	2	2.76	F	**Arterial**	**6**	**0.92**	**E**
Rider St. to Ramona Exwy.	Perris/D	43,900	Arterial	4	1.22	F	Arterial	6	0.81	D
Foothill Avenue										
Nuevo Rd. to Orange Ave.	Riv. Co./D	35,000	Secondary	2	2.69	F	Urban Arterial	6	0.65	≤C
Antelope Road										
Nuevo Rd. to Orange Ave.	Riv. Co./D	26,600	Major	2	1.56	F	Major	4	0.78	≤C
Orange Ave. to Ramona Exwy.	Riv. Co./D	24,400	Arterial	2	1.36	F	Arterial	4	0.68	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	32,600	Urban Arterial	2	1.81	F	Urban Arterial	6	0.60	≤C

Table 5.14-AW, Street Segment Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development without Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ellis Ave. to San Jacinto Ave.	Riv. Co./D	38,900	Urban Arterial	2	2.16	F	Urban Arterial	6	0.72	≤C
San Jacinto Ave. to Nuevo Rd.	Riv. Co./D	40,400	Urban Arterial	2	2.24	F	Urban Arterial	6	0.75	≤C
Reservoir Avenue										
Nuevo Rd. to 10th St.	Riv. Co./D	32,300	Urban Arterial	2	1.79	F	Urban Arterial	6	0.60	≤C
10th St. to 9th St.	Riv. Co./D	17,200	Urban Arterial	2	0.96	E	Urban Arterial	4	0.48	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	32,300	Arterial	2	1.79	F	Arterial	4	0.90	D
Ramona Exwy. to Gilman Springs Rd.	Riv. Co./D	29,600	Major	2	1.73	F	Major	4	0.87	D
Sanderson Avenue (SR-79)										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	111,300	Freeway	4	1.45	F	Freeway	8	0.69	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

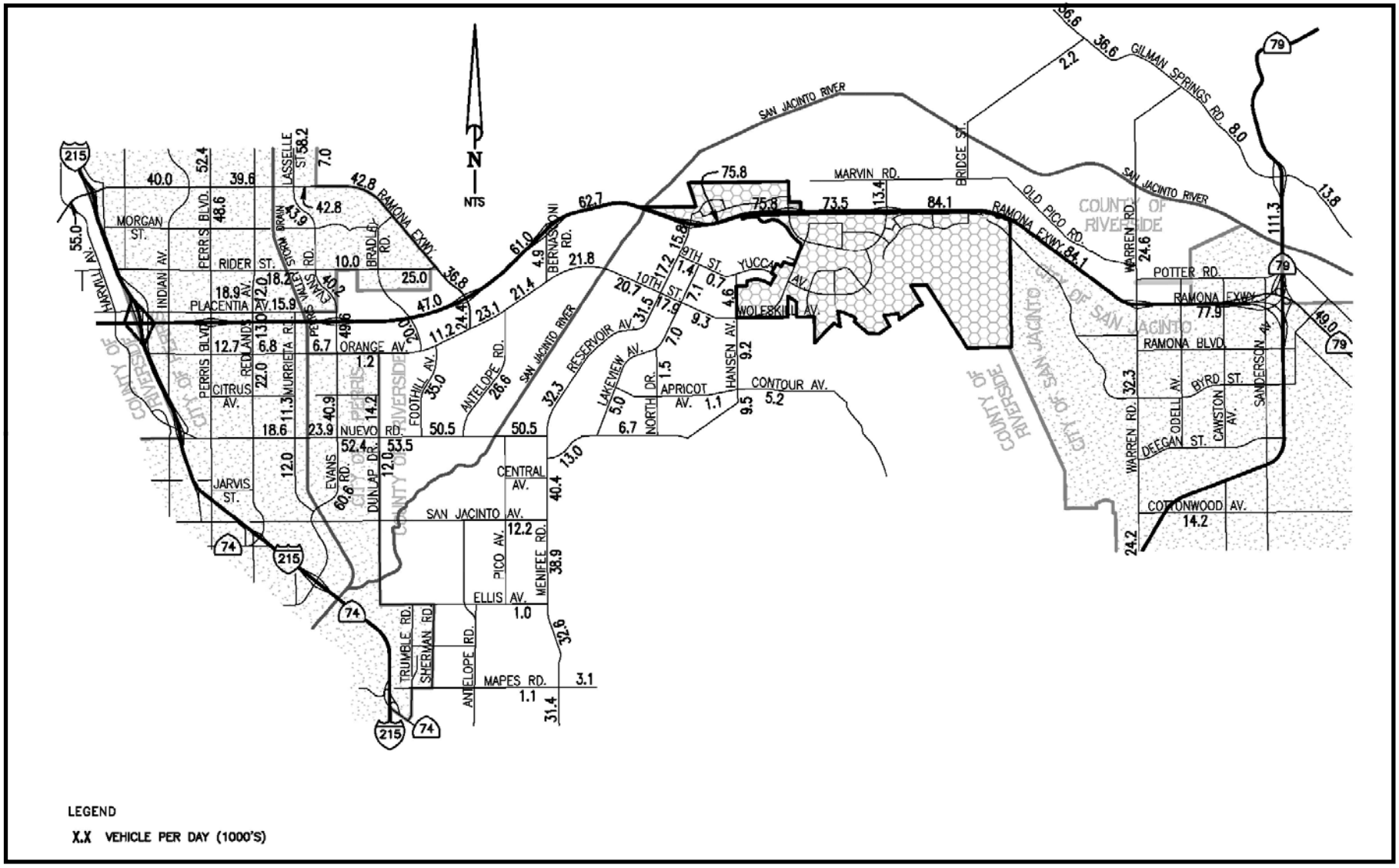


Figure 5.14-25

Estimated Average Daily Traffic (ADT) - Alternative 2 Phase 3
Existing Plus Ambient Growth Plus Cumulative Development Without Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development with Project Conditions

To evaluate the impact of the project in addition to cumulative projects, this analysis includes existing area traffic, which has been increased by a 1% per year growth rate, cumulative development traffic, and Phases 1, 2, and 3 project traffic. The 65 intersections shown in **Table 5.14-AX, Intersection Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project,** are projected to operate at an unacceptable level of service. Therefore, impacts to intersections would be **significant without mitigation** even without the project.

The levels of service for the study street segments vary from LOS A to F under Existing plus Ambient Growth plus Cumulative Development with Project conditions. The segments shown in **Table 5.14-AY, Street Segment Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project** are projected to operate at an unacceptable level of service. Without mitigation, all segments that fail would operate at LOS F, except for Ramona Expressway from I-215 to Perris Boulevard, Placentia Avenue from Redlands Avenue to Evans Road, and Orange Avenue from Bradley Road to west of Antelope Road which operate at LOS E, resulting in **significant impacts without mitigation**.

The projected average daily traffic volumes under these conditions are shown on **Figure 5.14-26a, Estimated Average Daily Traffic (ADT) – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project** and **Figure 5.14-26b, Estimated Average Daily Traffic (ADT) – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development With Project**. Compared to existing ADT, shown in **Figure 5.14-5**, this represents a significant impact.

Table 5.14-AX, Intersection Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development with Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
1	I-215 SB Ramps / Ramona Exwy.	Perris/E	Signal	183.3	F	OFL	F	Signal	28.6	C	76.1	E
2	I-215 NB Ramps / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	67.0	E	41.6	D
3	Perris Blvd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	46.9	D	66.0	E
4	Evans Rd. / Ramona Exwy.	Perris/E	Signal	OFL	F	OFL	F	Signal	46.0	D	76.0	E
5	Lake Perris Dr. / Ramona Exwy.	Perris/D	Signal	20.4	C	157.6	F	Signal	12.9	B	54.6	D
6	Rider St. / Ramona Exwy.	Perris/E	Signal	45.9	D	169.9	F	Signal	25.0	C	79.2	E
7a	Antelope Rd. / MCP WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	20.1	C	41.6	D
7b	Antelope Rd. / MCP EB Ramps	Riv. Co./D	TWSC	15.5	C	OFL	F	Signal	7.3	A	30.0	C
8b	Bernasconi Rd. / MCP EB Ramps	Riv. Co./D	TWSC	11.0	B	100.0	F	Signal	16.9	B	54.8	D
9a	Reservoir Ave. / MCP WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	38.3	D	34.1	C
9b	Reservoir Ave. / MCP EB Ramps	Riv. Co./D	TWSC	94.8	F	OFL	F	Signal	10.3	B	23.5	C
12a	Town Center Blvd. / MCP WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	35.1	D	27.6	C
12b	Town Center Blvd. / MCP EB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	19.7	B	24.2	C
15a	Park Center Blvd. / MCP WB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	17.7	B	33.0	C
15b	Park Center Blvd. / MCP EB Ramps	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	12.2	B	16.5	B
17a	Warren Rd. / MCP WB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	38.7	D	50.7	D
17b	Warren Rd. / MCP EB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	37.4	D	37.9	D
18a	Sanderson Ave. / MCP WB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	17.3	B	23.8	C
18b	Sanderson Ave. / MCP EB Ramps	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	35.9	D	42.8	D
19	Bridge St. / Gilman Springs Rd.	Riv. Co./D	TWSC	52.3	F	OFL	F	Signal	11.4	B	15.9	B

Table 5.14-AX, Intersection Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development with Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
20	Warren Rd. / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	21.6	C	28.5	C
21	SR-79 SB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	27.8	C	46.4	D
22	SR-79 NB Ramps / Gilman Springs Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	22.5	C	23.8	C
23	Warren Rd. / Cottonwood Ave.	San Jacinto/D	TWSC	OFL	F	OFL	F	Signal	26.7	C	43.8	D
25	Reservoir Ave. / 9th St.	Riv. Co./D	TWSC	61.6	F	158.9	F	Signal	10.9	B	11.7	B
28	Evans Rd. / Rider St.	Perris/D	Signal	80.9	F	128.5	F	Signal	38.7	D	49.9	D
29	Redlands Ave. / Placentia Ave.	Perris/D	TWSC	OFL	F	OFL	F	Signal	27.4	C	43.5	D
84a	Evans Rd. / MCP WB Ramps	Perris/D	TWSC	OFL	F	OFL	F	Signal	15.8	B	45.9	D
84b	Evans Rd. / MCP EB Ramps	Perris/D	TWSC	OFL	F	OFL	F	Signal	16.2	B	32.7	C
30	Redlands Ave. / Orange Ave.	Perris/D	AWSC	15.0	C	72.9	F	Signal	33.4	C	34.7	C
31	Evans Rd. / Orange Ave.	Perris/D	TWSC	OFL	F	OFL	F	Signal	35.9	D	52.3	D
32	Bradley Rd. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	30.9	C	26.9	C
33	Foothill Ave. / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	31.9	C	47.0	D
34	Antelope Rd. W / Orange Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	18.7	B	25.2	C
35	Antelope Rd. E / Orange Ave.	Riv. Co./D	TWSC	103.1	F	OFL	F	Signal	27.5	C	33.0	C
36	Bernasconi Rd. / Orange Ave.	Riv. Co./D	TWSC	67.4	F	OFL	F	Signal	14.0	B	19.4	B
37	Reservoir Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	31.1	C	35.5	D
38	Lakeview Ave. / 10th St.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	30.9	C	33.2	C
39	Yucca Ave. / 10th St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	8.1	A	8.6	A
40	Hansen Ave. / 10th St.-Wolfskill Ave.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	26.4	C	43.0	D

Table 5.14-AX, Intersection Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development with Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
43	Murrieta Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	27.5	C	46.6	D
44	Evans Rd. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	33.1	C	47.5	D
45	Dunlap Dr. / Nuevo Rd.	Perris/D	TWSC	OFL	F	OFL	F	Signal	26.2	C	50.6	D
46	Foothill Ave. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	52.1	D	53.4	D
47	Antelope Rd. / Nuevo Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	34.0	C	51.8	D
48	Menifee Rd. / Nuevo Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	28.8	C	54.3	D
49	Menifee Rd. / Nuevo Rd. (realigned)	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	23.4	C	50.8	D
51	Menifee Rd. / San Jacinto Rd.	Riv. Co./D	AWSC	OFL	F	OFL	F	Signal	29.7	C	52.7	D
52	Menifee Rd. / Ellis Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	9.7	A	11.3	B
53	Menifee Rd. / Mapes Rd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	20.0	B	43.8	D
58	QQ St. / PP St.	Riv. Co./D	TWSC	15.0	B	104.9	F	Signal	40.5	D	23.2	C
61	WW St. / SS Blvd.	Riv. Co./D	TWSC	104.1	F	OFL	F	Signal	7.8	A	7.8	A
62	Project Access / SS Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	22.1	C	19.1	B
63	SS Blvd. / MM St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	29.7	C	26.5	C
65	Town Center Blvd. / Retail Access	Riv. Co./D	TWSC	23.6	C	51.2	F	Signal	16.3	B	21.0	C
66	SS Blvd.-RR St. / Town Center-Park Center Blvd.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	31.6	C	34.5	C
67	EE St. / Park Center Blvd.	Riv. Co./D	TWSC	78.8	F	OFL	F	Signal	33.4	C	44.2	D
68	MM St. / Park Center Blvd.	Riv. Co./D	TWSC	111.7	F	OFL	F	Signal	41.5	D	22.7	C
69	Park Center Blvd. / FF St.	Riv. Co./D	TWSC	OFL	F	OFL	F	Signal	35.4	D	51.4	D
70	Park Center Blvd. / VV St.	Riv. Co./D	TWSC	OFL	F	27.2	D	TWSC	26.8	D	14.6	B
73	EE St. / FF St.	Riv. Co./D	TWSC	28.5	D	OFL	F	AWSC	10.2	B	22.4	C
74	OO St. / MM St.	Riv. Co./D	TWSC	89.3	F	151.5	F	TWSC	17.4	C	26.8	D

Table 5.14-AX, Intersection Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development with Project

	Intersection	Jurisdiction/ Allowable LOS	Without Mitigation					With Mitigation				
			Traffic Control Status[1]	AM Peak Hour		PM Peak Hour		Traffic Control Status[1]	AM Peak Hour		PM Peak Hour	
				Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS		Delay[2] (seconds)	LOS	Delay[2] (seconds)	LOS
75	KK St. / MM St.	Riv. Co./D	TWSC	36.0	E	59.6	F	TWSC	17.7	C	22.7	C
76	LL St. / MM St.	Riv. Co./D	TWSC	198.6	F	OFL	F	Signal	29.3	C	36.4	D
77	FF St. / GG St.	Riv. Co./D	TWSC	12.2	B	58.7	F	TWSC	12.4	B	28.1	D

[1] TWSC = Two Way Stop Control, AWSC = All Way Stop Control

[2] OFL = Overflow conditions (delay > 200 seconds). Delay, in this use, is defined as the average control delay experienced by all vehicles that travel through the intersection, whereas for two-way stop controlled, it is the average control delay for only the worst movement.

Table 5.14-AY, Street Segment Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development with Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Ramona Expressway										
I-215 to Perris Blvd.	Perris/D	40,000	Expressway	4	0.98	E	Expressway	6	0.65	B
Perris Blvd. to Evans Rd.	Perris/D	42,000	Expressway	4	1.03	F	Expressway	6	0.69	B
Evans Rd. to Lake Perris Dr.	Perris/D	47,000	Expressway	4	1.15	F	Expressway	6	0.77	C
Lake Perris Dr. to Rider St.	Perris/D	47,000	Expressway	4	1.15	F	Expressway	6	0.77	C
Rider St. to Antelope Rd.	Riv. Co./D	73,000	Freeway	2	1.91	F	Freeway	6	0.62	≤C
Antelope Rd. to Bernasconi Rd.	Riv. Co./D	93,000	Freeway	2	2.43	F	Freeway	6	0.79	≤C
Bernasconi Rd. to Reservoir Ave.	Riv. Co./D	93,000	Freeway	2	2.43	F	Freeway	6	0.79	≤C
Reservoir Ave. to Town Center Blvd.	Riv. Co./D	104,000	Freeway	2	2.72	F	Freeway	6	0.89	D
Town Center Blvd. to Park Center Blvd.	Riv. Co./D	93,000	Freeway	2	2.43	F	Freeway	6	0.79	≤C
Park Center Blvd. to Warren Rd.	Riv. Co./D	111,000	Freeway	2	2.90	F	Freeway	8	0.69	≤C
Warren Rd. to Sanderson Ave.	San Jacinto/D	89,000	Freeway	2	2.32	F	Freeway	6	0.76	≤C
Gilman Springs Road										
Bridge St. to Warren Rd.	Riv. Co./D	43,000	Arterial	2	2.39	F	Urban Arterial	6	0.80	≤C
Placentia Avenue										
Redlands Ave. to Evans Rd.	Perris/D	18,000	Arterial	2	1.00	E	Arterial	4	0.50	A
Orange Avenue										
Bradley Rd. to Foothill Ave.	Riv. Co./D	18,000	Arterial	2	1.00	E	Arterial	4	0.50	≤C
Foothill Ave. to Antelope Rd. W	Riv. Co./D	18,000	Arterial	2	1.00	E	Arterial	4	0.50	≤C
Antelope Rd. W to Antelope Rd. E	Riv. Co./D	32,400	Arterial	2	1.80	F	Urban Arterial	6	0.60	≤C
Antelope Rd. E to Bernasconi Rd.	Riv. Co./D	32,400	Arterial	2	1.80	F	Urban Arterial	6	0.60	≤C
East of Bernasconi Rd.	Riv. Co./D	35,900	Arterial	2	1.99	F	Urban Arterial	6	0.67	≤C
10th Street										
West of Reservoir Ave.	Riv. Co./D	35,900	Major	2	2.10	F	Urban Arterial	6	0.67	≤C
Reservoir Ave. to Lakeview Ave.	Riv. Co./D	41,800	Major	2	2.44	F	Urban Arterial	6	0.78	≤C
Lakeview Ave. to Yucca Ave.	Riv. Co./D	34,400	Major	2	2.01	F	Urban Arterial	6	0.64	≤C
Yucca Ave. to Hansen Ave.	Riv. Co./D	34,400	Major	2	2.01	F	Urban Arterial	6	0.64	≤C
Nuevo Road										
Murrieta Rd. to Evans Rd.	Perris/D	25,000	Arterial	2	1.39	F	Arterial	4	0.70	B
Evans Rd. to Dunlap Rd.	Perris/D	53,000	Arterial	2	2.94	F	**Arterial**	**6**	**0.98**	**E**
Dunlap Rd. to Foothill Ave.	Riv. Co./D	55,000	Urban Arterial	2	3.06	F	Urban Arterial	8	0.77	≤C
Foothill Ave. to Antelope Rd.	Riv. Co./D	52,000	Urban Arterial	2	2.89	F	Urban Arterial	8	0.72	≤C
Antelope Rd. to Menifee Rd.	Riv. Co./D	52,000	Urban Arterial	2	2.89	F	Urban Arterial	8	0.72	≤C
Evans Road										
Nuevo Rd. to Orange Ave.	Perris/D	43,000	Arterial	2	2.39	F	Arterial	6	0.80	C
Orange Ave. to Rider St.	Perris/D	53,000	Arterial	2	2.94	F	**Arterial**	**6**	**0.98**	**E**
Rider St. to Ramona Exwy.	Perris/D	45,000	Arterial	4	1.25	F	Arterial	6	0.83	D
Foothill Avenue										
Nuevo Rd. to Orange Ave.	Riv. Co./D	35,000	Secondary	2	2.69	F	Urban Arterial	6	0.65	≤C

Table 5.14-AY, Street Segment Level of Service – Alternative 2 Phase 3 Existing plus Ambient Growth plus Cumulative Development with Project

Street Segment	Jurisdiction/ Allowable LOS	ADT	Without Mitigation				With Mitigation			
			Roadway Classification	Lanes	V/C[1]	LOS	Roadway Classification	Lanes	V/C[1]	LOS
Antelope Road										
Nuevo Rd. to Orange Ave.	Riv. Co./D	26,600	Major	2	1.56	F	Major	4	0.78	≤C
Orange Ave. to Ramona Exwy.	Riv. Co./D	25,200	Arterial	2	1.40	F	Arterial	4	0.70	≤C
Menifee Road										
Mapes Rd. to Ellis Ave.	Riv. Co./D	39,000	Urban Arterial	2	2.17	F	Urban Arterial	6	0.72	≤C
Ellis Ave. to San Jacinto Ave.	Riv. Co./D	45,300	Urban Arterial	2	2.52	F	Urban Arterial	6	0.84	D
San Jacinto Ave. to Nuevo Rd.	Riv. Co./D	47,600	Urban Arterial	2	2.64	F	Urban Arterial	6	0.88	D
Reservoir Avenue										
Nuevo Rd. to 10th St.	Riv. Co./D	41,000	Urban Arterial	2	2.28	F	Urban Arterial	6	0.76	≤C
10th St. to 9th St.	Riv. Co./D	25,000	Urban Arterial	2	1.39	F	Urban Arterial	4	0.70	≤C
9th St. to Ramona Exwy.	Riv. Co./D	25,000	Urban Arterial	2	1.39	F	Urban Arterial	4	0.70	≤C
Warren Road										
Cottonwood Ave. to Ramona Exwy.	San Jacinto/D	40,000	Arterial	2	2.22	F	Urban Arterial	6	0.74	≤C
Ramona Exwy. to Gilman Springs Rd.	Riv. Co./D	36,000	Major	2	2.11	F	Urban Arterial	6	0.67	≤C
Sanderson Avenue (SR-79)										
Ramona Exwy. to Gilman Springs Rd.	San Jacinto/D	116,000	Freeway	4	1.52	F	Freeway	8	0.72	≤C
SS Boulevard										
Hansen Ave. to MM St.	Riv. Co./D	25,300	Arterial	2	1.41	F	Arterial	4	0.70	≤C
MM St. to Town Center-Park Center Blvd.	Riv. Co./D	14,400	Secondary	2	1.11	F	Secondary	4	0.56	≤C
Town Center Boulevard										
Ramona Exwy. to SS Blvd.-RR St.	Riv. Co./D	18,900	Secondary	2	1.45	F	Secondary	4	0.73	≤C
Park Center Boulevard										
SS Blvd.-RR St. to EE St.	Riv. Co./D	17,100	Secondary	2	1.32	F	Secondary	4	0.66	≤C
MM St. to FF St.	Riv. Co./D	14,400	Secondary	2	1.11	F	Secondary	4	0.56	≤C
FF St. to Ramona Exwy.	Riv. Co./D	29,000	Arterial	2	1.61	F	Arterial	4	0.81	D
MM Street										
SS Blvd. to OO St.	Riv. Co./D	16,000	Secondary	2	1.23	F	Secondary	4	0.62	≤C
OO St. to KK St.	Riv. Co./D	12,900	Secondary	2	0.99	E	Secondary	4	0.50	≤C

[1] V/C = The volume of cars existing or projected for the roadway compared to the capacity the roadway is designed to accommodate expressed in a ratio such that 1.00 = 100% of maximum roadway design capacity utilized.

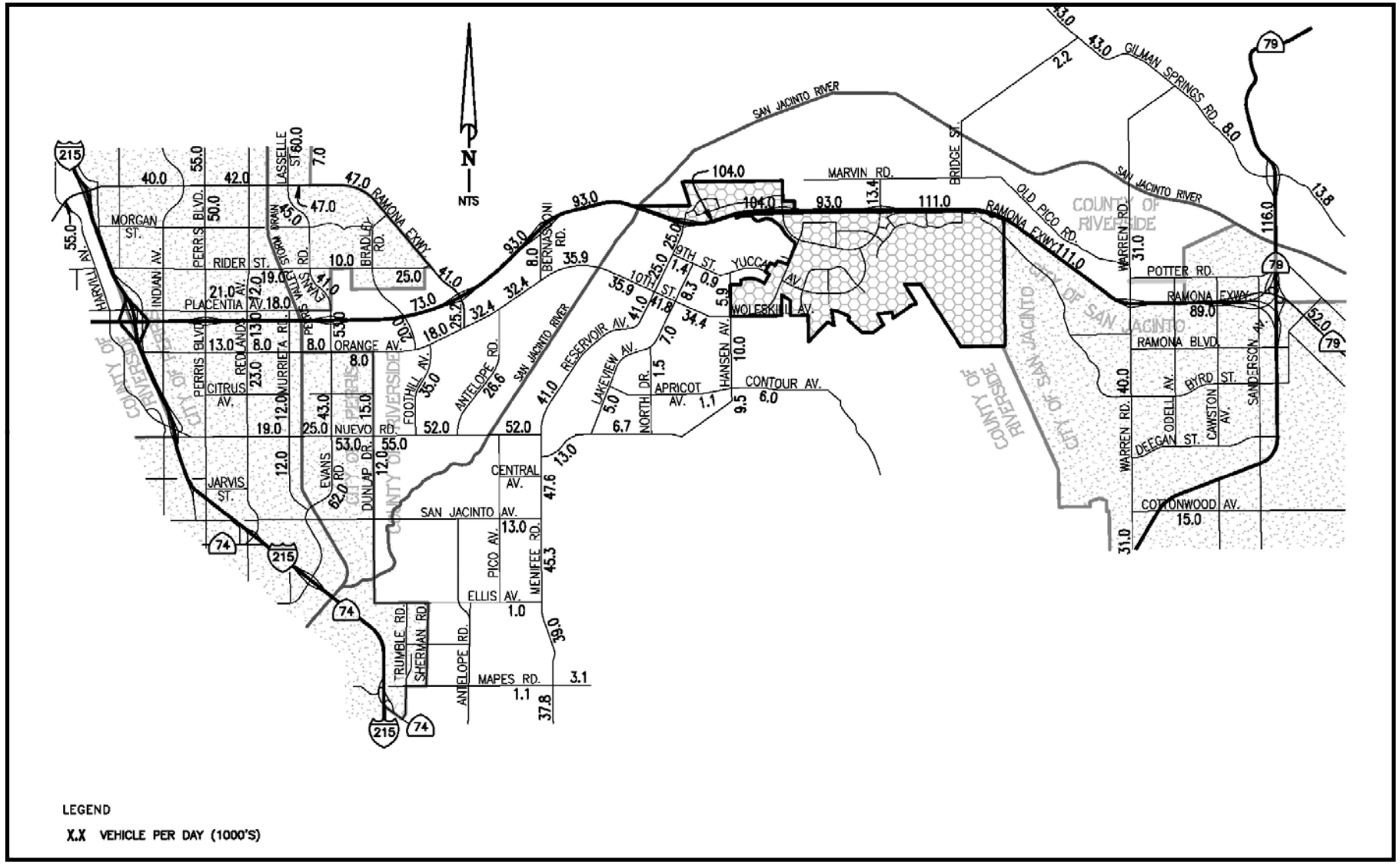


Figure 5.14-26a

Estimated Average Daily Traffic (ADT) - Alternative 2 Phase 3
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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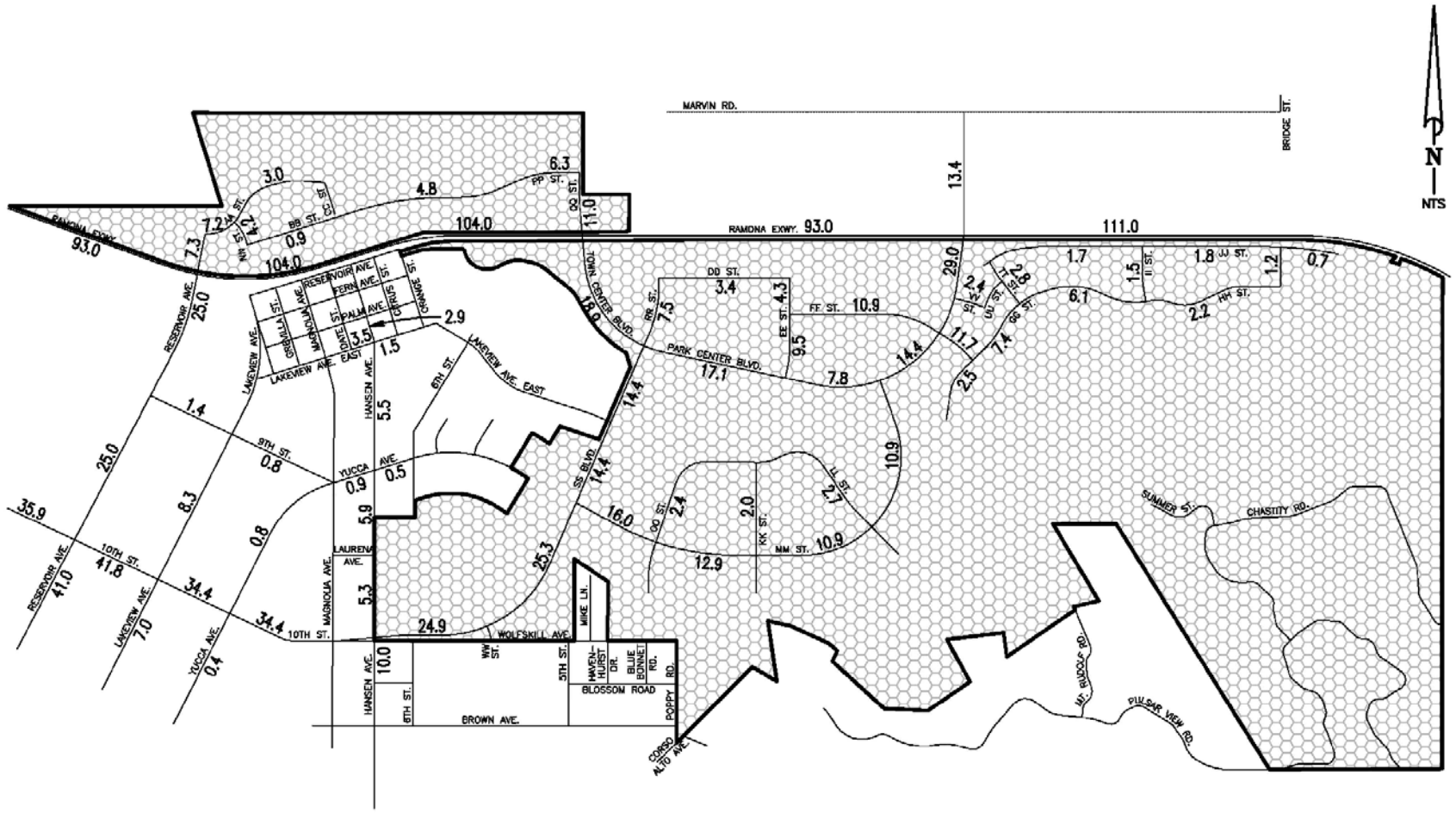


Figure 5.14-26b

Estimated Average Daily Traffic (ADT) - Alternative 2 Phase 3
Existing Plus Ambient Growth Plus Cumulative Development With Project

The Villages of Lakeview EIR No. 471

ALBERT A. WEBB ASSOCIATES

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Alternative 2 Phase 3 Impacts With Mitigation

Tables 5.14-AV and 5.14-AW include columns which identify the LOS conditions which would exist "with mitigation." The mitigation measures listed below are assumed in the analysis for "with mitigation." **Table 5.14-AW** indicates that all roadway segments operate at LOS D or better with mitigation except Sanderson Avenue between Ramona Expressway and Gilman Springs Road, Nuevo Road between Evans Road and Dunlap Road, and Evans Road between Orange Avenue to Rider Street, which operate at LOS E, with mitigation. Therefore, by the end of Phase 3 under Alternative 2 assumptions, impacts to roadways would remain **significant with mitigation**. As these roadway segments are classified as "Arterials" with six lanes, upgrading to an "Urban Arterial" at eight lanes would mitigate to less than significant LOS and would be physically feasible. It is not known whether such a reclassification will occur, therefore impacts are still identified as significant.

Table 5.14-AV indicates that only the intersection of the I-215 Freeway NB Ramps and Ramona Expressway, located within the city of Perris, operates at LOS E when ambient growth and all other reasonably foreseeable cumulative projects' traffic are considered. The City of Perris General Plan allows LOS E at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 Freeway ramps. As the only intersection to operate at LOS E with Phase 3 traffic and Alternative 2 improvements is a ramp with the I-215, then this intersection falls under this allowance. Therefore, impacts to intersections will be **less than significant with mitigation measures** listed below.

Mitigation Measures

A number of the Base Case Mitigation Measures would apply to Alternative 2. Mitigation measures **MM Trans 1,** and **MM Trans 4** through **MM Trans 6,** are related to on-site roadways and would apply to Alternative 2 as well as the Base Case. Mitigation measures **MM Trans 24** and **MM Trans 25,** related to operations and safety, would apply to Alternative 2, also. The project would be required to contribute its "fair share" of fees, or improvements in lieu of fees, for off-site cumulative impacts pursuant to **MM Trans 26** through **MM Trans 29**.

If Alternative 2 were implemented at some point during the process of development of THE VILLAGES OF LAKEVIEW, the following mitigation measures would apply during Phase 3:

Roadways

With or without the project, it is assumed for Alternative 2 Phase 3 that Ramona Expressway will need to be built as a 6-lane Expressway from I-215 to Rider Street. Other segments of Ramona Expressway would also remain the same (a 6-lane Freeway) with or without the project including Ramona Expressway between Reservoir Avenue and Park Center Blvd., and Warren Road and Sanderson Avenue.

Table 5.14-AZ Summary of Street Segment Improvements – Alternative 2 Phase 3 Existing plus Ambient Growth plus Project plus Cumulative Conditions identifies this and all other roadway segment improvements that would be required to mitigate traffic impacts to roadway segments, both with and without the project.

Table 5.14-AZ Summary of Street Segment Improvements – Alternative 2 Phase 3 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lns	Classification	Lns	Classification	Lns
Ramona Expressway						
I-215 to Perris Boulevard	Expressway	4	Expressway	***6***	Expressway	6
Perris Boulevard to Evans Road	Expressway	4	Expressway	***6***	Expressway	6
Evans Road to Lake Perris Dr	Expressway	4	Expressway	***6***	Expressway	6
Lake Perris Drive to Rider Street	Expressway	4	Expressway	***6***	Expressway	6
Rider Street to Antelope Road	Expressway	2	***Freeway***	***4***	Freeway	***6***
Antelope Road to Bernasconi Road	Expressway	2	***Freeway***	***4***	Freeway	***6***
Bernasconi Road to Reservoir Avenue	Expressway	2	***Freeway***	***4***	Freeway	***6***
Reservoir Avenue to Town Center Blvd	Expressway	2	***Freeway***	***6***	Freeway	6
Town Center Blvd to Park Center Blvd	Expressway	2	***Freeway***	***6***	Freeway	6
Park Center Blvd to Warren Road	Expressway	2	***Freeway***	***6***	Freeway	***8***
Warren Road to Sanderson Avenue	Expressway	2	***Freeway***	***6***	Freeway	6
Gilman Springs Road						
Bridge Street to Warren Road	Arterial	2	***Urban Arterial***	***6***	Urban Arterial	6
Warren Road to SR-79	Arterial	2	Arterial	2	Arterial	2
9th Street						
Reservoir Avenue to Lakeview Avenue	Secondary	2	Secondary	2	Secondary	2
Lakeview Avenue to Yucca Avenue	Secondary	2	Secondary	2	Secondary	2
Yucca Avenue						
9th Street to Hansen Avenue	Secondary	2	Secondary	2	Secondary	2
Rider Street						
Evans Road to Ramona Expressway	Arterial	4	Arterial	4	Arterial	4
Placentia Avenue						
Redlands Avenue to Evans Road	Arterial	2	Arterial	2	Arterial	***4***
Orange Avenue						
Redlands Avenue to Evans Road	Secondary	2	Secondary	2	Secondary	2
Evans Road to Dunlap Drive	Secondary	2	Secondary	2	Secondary	2
Dunlap Drive to Bradley Road	Arterial	0	Arterial	***2***	Arterial	2
Bradley Road to Foothill Avenue	Arterial	0	Arterial	***2***	Arterial	***4***
Foothill Avenue to Antelope Road (W)	Arterial	0	Arterial	***2***	Arterial	***4***
Antelope Road (W) to Antelope Road (E)	Arterial	0	Arterial	***4***	***Urban Arterial***	***6***
Antelope Road (E) to Bernasconi Road	Arterial	0	Arterial	***4***	***Urban Arterial***	***6***
East of Bernasconi Road	DNE	0	***Arterial***	***4***	***Urban***	***6***

Table 5.14-AZ Summary of Street Segment Improvements – Alternative 2 Phase 3 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lns	Classification	Lns	Classification	Lns
					Arterial	
10th Street						
West of Reservoir Avenue	Major	0	Major	***4***	***Urban Arterial***	***6***
Reservoir Avenue to Lakeview Avenue	Major	2	Major	***4***	***Urban Arterial***	***6***
Lakeview Avenue to Yucca Avenue	Major	2	Major	2	***Urban Arterial***	***6***
Yucca Avenue to Hansen Avenue	Major	2	Major	2	***Urban Arterial***	***6***
Nuevo Road						
Murrieta Road to Evans Road	Arterial	2	Arterial	***4***	Arterial	4
Evans Road to Dunlap Road	Arterial	2	Arterial	***6***	Arterial	6
Dunlap Road to Foothill Avenue	Urban Arterial	2	Urban Arterial	***8***	Urban Arterial	8
Foothill Avenue to Antelope Road	Urban Arterial	2	Urban Arterial	***8***	Urban Arterial	8
Antelope Road to Menifee Road	Urban Arterial	2	Urban Arterial	***8***	Urban Arterial	8
Menifee Road to Lakeview Avenue	Urban Arterial	2	Urban Arterial	2	Urban Arterial	2
Redlands Avenue						
Orange Avenue to Placentia Avenue	Secondary	4	Secondary	4	Secondary	4
Evans Road						
Nuevo Road to Orange Avenue	Arterial	2	Arterial	***6***	Arterial	6
Orange Avenue to Rider Street	Arterial	2	Arterial	***6***	Arterial	6
Rider Street to Ramona Expressway	Arterial	4	Arterial	***6***	Arterial	6
Dunlap Drive						
Nuevo Road to Orange Avenue	Secondary	2	Secondary	2	Secondary	2
Foothill Avenue						
Nuevo Road to Orange Avenue	Secondary	2	***Urban Arterial***	***6***	Urban Arterial	6
Antelope Road						
Nuevo Road to Orange Avenue	Major	0	Major	***4***	Major	4
Orange Avenue to Ramona Expressway	Major	0	***Arterial***	***4***	Arterial	4
Bernasconi Road						
Orange Avenue to Ramona Expressway	Arterial	0	Arterial	***2***	Arterial	2
Menifee Road						
Mapes Road to Ellis Avenue	Urban Arterial	2	Urban Arterial	***6***	Urban Arterial	6
Ellis Avenue to San Jacinto Avenue	Urban Arterial	2	Urban Arterial	***6***	Urban Arterial	6
San Jacinto Avenue to Nuevo Road	Urban Arterial	2	Urban Arterial	***6***	Urban Arterial	6
Reservoir Avenue						

Table 5.14-AZ Summary of Street Segment Improvements – Alternative 2 Phase 3 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lns	Classification	Lns	Classification	Lns
Nuevo Road to 10th Street	Urban Arterial	0	Urban Arterial	***6***	Urban Arterial	6
10th Street to 9th Street	Urban Arterial	2	Urban Arterial	***4***	Urban Arterial	4
9th Street to Ramona Expressway	Urban Arterial	0	Urban Arterial	***2***	Urban Arterial	***4***
Ramona Expressway to AA Street	DNE	0	DNE	0	***Collector***	***2***
Lakeview Avenue						
Nuevo Road to North Drive	Collector	2	Collector	2	Collector	2
North Drive to 10th Street	Collector	2	Collector	2	Collector	2
10th Street to 9th Street	Collector	2	Collector	2	Collector	2
North of 9th Street	Collector	2	Collector	2	Collector	2
Hansen Avenue						
Contour Avenue to 10th Street	Major	2	***Collector***	2	Collector	2
10th Street to Yucca Avenue	Major	2	***Collector***	2	Collector	2
Yucca Avenue to Lakeview Ave E	Major	2	***Collector***	2	Collector	2
Lakeview Ave E to Ramona Expressway	Major	2	***Collector***	2	Collector	2
Warren Road						
Cottonwood Ave to Ramona Exwy	Arterial	2	Arterial	***4***	***Urban Arterial***	***6***
Ramona Exwy to Gilman Springs Road	DNE	0	***Major***	***4***	***Urban Arterial***	***6***
Sanderson Avenue (SR-79)						
Ramona Exwy to Gilman Springs Road	Expressway	4	***Freeway***	***8***	Freeway	8
AA Street						
Reservoir Avenue to NN Street	DNE	0	DNE	0	***Collector***	***2***
NN Street to CC Street	DNE	0	DNE	0	***Collector***	***2***
BB Street						
NN Street to CC Street	DNE	0	DNE	0	***Collector***	***2***
CC Street to School	DNE	0	DNE	0	***Collector***	***2***
PP Street						
School to QQ Street	DNE	0	DNE	0	***Collector***	***2***
NN Street						
BB Street to AA Street	DNE	0	DNE	0	***Collector***	***2***
CC Street						
BB Street to AA Street	DNE	0	DNE	0	***Collector***	***2***
QQ Street						
Ramona Expressway to PP Street	DNE	0	DNE	0	***Secondary***	***2***
SS Boulevard						
Hansen Avenue to MM Street	DNE	0	DNE	0	***Arterial***	***4***
MM St to Town Center / Park Center Blvd	DNE	0	DNE	0	***Secondary***	***4***
Town Center Boulevard						

Table 5.14-AZ Summary of Street Segment Improvements – Alternative 2 Phase 3 Existing plus Ambient Growth plus Project plus Cumulative Conditions

Street Segment	Existing		Without Project Mitigated		With Project Mitigated	
	Classification	Lns	Classification	Lns	Classification	Lns
Ramona Exwy to SS Blvd / RR Street	DNE	0	DNE	0	***Secondary***	***4***
Park Center Boulevard						
SS Boulevard / RR Street to EE Street	DNE	0	DNE	0	***Secondary***	***4***
EE Street to MM Street	DNE	0	DNE	0	***Collector***	***2***
MM Street to FF Street	DNE	0	DNE	0	***Secondary***	***4***
FF Street to Ramona Expressway	DNE	0	DNE	0	***Arterial***	***4***
RR Street						
Town Center / Park Center Blvd to DD St	DNE	0	DNE	0	***Collector***	***2***
DD Street						
RR Street to EE Street	DNE	0	DNE	0	***Collector***	***2***
EE Street						
Park Center Boulevard to FF Street	DNE	0	DNE	0	***Collector***	***2***
FF Street to DD Street	DNE	0	DNE	0	***Collector***	***2***
FF Street						
EE Street to Park Center Boulevard	DNE	0	DNE	0	***Collector***	***2***
Park Center Boulevard to GG Street	DNE	0	DNE	0	***Secondary***	***2***
MM Street						
SS Boulevard to OO Street	DNE	0	DNE	0	***Secondary***	***4***
OO Street to KK Street	DNE	0	DNE	0	***Secondary***	***4***
KK Street to LL Street	DNE	0	DNE	0	***Secondary***	
LL Street to Park Center Boulevard	DNE	0	DNE	0	***Secondary***	***2***
GG Street						
FF Street to TT Street	DNE	0	DNE	0	***Collector***	***2***
TT Street to II Street	DNE	0	DNE	0	***Collector***	***2***
HH Street						
II Street to JJ Street	DNE	0	DNE	0	***Collector***	***2***
JJ Street						
TT Street to II Street	DNE	0	DNE	0	***Collector***	***2***
II Street to HH Street	DNE	0	DNE	0	***Collector***	***2***
II Street						
GG Street / HH Street to JJ Street	DNE	0	DNE	0	***Collector***	***2***
TT Street						
GG Street to UU Street	DNE	0	DNE	0	***Collector***	***2***
UU Street to JJ Street	DNE	0	DNE	0	***Collector***	***2***
UU Street						
VV Street to TT Street	DNE	0	DNE	0	***Collector***	***2***
VV Street						
Park Center Boulevard to UU Street	DNE	0	DNE	0	***Collector***	***2***

Intersections

The following improvements would be required to mitigate for Phase 3 cumulative impacts without the project, if the Alternative 2, Mid County Parkway were implemented:

Phase 3 Alternative 2 Existing plus Ambient Growth plus Cumulative Scenario:

- Construct the signalized intersection of Reservoir Avenue and Mid County Parkway Westbound Ramps to include the following geometrics:
  Northbound: One left turn lane. One through lane.
  Southbound: One shared through and right turn lane.
  Eastbound: Not applicable.
  Westbound: One left turn lane. One shared left turn and through lane.

- Construct the signalized intersection of Reservoir Avenue and Mid County Parkway Eastbound Ramps to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One through lane. One right turn lane.
  Eastbound: One shared left turn and right turn lane.
  Westbound: Not applicable.

- Construct the intersection of Town Center Boulevard and Mid County Parkway Westbound Ramps to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: Not applicable.
  Westbound: One shared left turn and right turn lane. Stop controlled.

- Construct the intersection of Town Center Boulevard and Mid County Parkway Eastbound Ramps to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
  Westbound: Not applicable.

- Construct the intersection of Park Center Boulevard and Mid County Parkway Westbound Ramps to include the following geometrics:
  Northbound: One left turn lane. One through lane.
  Southbound: One shared through and right turn lane.
  Eastbound: Not applicable.
  Westbound: One shared left turn, through, and right turn lane. Stop controlled.

- Construct the intersection of Park Center Boulevard and Mid County Parkway Eastbound Ramps to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: One shared left turn, through, and right turn lane. Stop controlled.
  Westbound: Not applicable.

- Install a traffic signal at the intersection of Hansen Avenue and 10th Street - Wolfskill Avenue to include the following geometrics:
  Northbound: One left turn lane. One shared through and right turn lane.
  Southbound: One left turn lane. One shared through and right turn lane.
  Eastbound: One left turn lane. One shared through and right turn lane.
  Westbound: One left turn lane. One shared through and right turn lane.

The following improvements, in addition to those listed above, would be required to mitigate for cumulative Phase 3 impacts with project traffic, assuming that the Alternative 1 improvements are in place and Mid County Parkway is implemented:

Phase 3 Alternative 2 Existing plus Ambient Growth plus Project plus Cumulative Scenario:

- Construct the signalized intersection of Reservoir Avenue and Mid County Parkway Westbound Ramps to include the following geometrics:
  Northbound: One left turn lane. One through lane.
  Southbound: One shared through and right turn lane.
  Eastbound: Not applicable.
  Westbound: One left turn lane. One shared left turn and through lane.

- Construct the signalized intersection of Reservoir Avenue and Mid County Parkway Eastbound Ramps to include the following geometrics:
  Northbound: One through lane. One right turn lane.
  Southbound: One through lane. One right turn lane.
  Eastbound: One left turn lane. One shared left turn and right turn lane.
  Westbound: Not applicable.

- Construct the signalized intersection of Town Center Boulevard and Mid County Parkway Westbound Ramps to include the following geometrics:
  Northbound: One through lane. One right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: Not applicable.
  Westbound: One left turn lane. One right turn lane.

- Construct the signalized intersection of Town Center Boulevard and Mid County Parkway Eastbound Ramps to include the following geometrics:
  Northbound: One through lane. One shared through and right turn lane.
  Southbound: One left turn lane. Two through lanes.
  Eastbound: One left turn lane. One shared through and right turn lane. One right turn lane.
  Westbound: Not applicable.

- Construct the signalized intersection of Park Center Boulevard and Mid County Parkway Westbound Ramps to include the following geometrics:
  Northbound: One left turn lane. One through lane.
  Southbound: One shared through and right turn lane.
  Eastbound: Not applicable.
  Westbound: One left turn lane. One shared left turn and through lane. One right turn lane.

- Construct the signalized intersection of Park Center Boulevard and Mid County Parkway Eastbound Ramps to include the following geometrics:
  Northbound: One through lane. One right turn lane.
  Southbound: One left turn lane. Two through lanes.
  Eastbound: One left turn lane. One shared through and right turn lane.
  Westbound: Not applicable.

- Install a traffic signal at the intersection of Hansen Avenue and 10th Street - Wolfskill Avenue to include the following geometrics:
  Northbound: One left turn lane. One through lane. One right turn lane.
  Southbound: One left turn lane. One shared through and right turn lane.
  Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
  Westbound: One left turn lane. One through lane. One shared through and right turn lane.

- Construct the signalized intersection of QQ Street and PP Street to include the following geometrics:
  Northbound: One left turn lane. One right turn lane.
  Southbound: Not applicable.
  Eastbound: One through lane. One right turn lane.
  Westbound: One left turn lane. One through lane.

- Construct the signalized intersection of SS Boulevard and Project Access to include the following geometrics:
  Northbound: One shared left turn, through, and right turn lane.
  Southbound: One shared left turn, through, and right turn lane.
  Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
  Westbound: One left turn lane. One through lane. One shared through and right turn lane.

- Construct the signalized intersection of SS Boulevard and MM Street to include the following geometrics:
  Northbound: One left turn lane. Two through lanes. One right turn lane.
  Southbound: One left turn lane. One through lane. One shared through and right turn lane.
  Eastbound: One left turn lane. One shared through and right turn lane.
  Westbound: Two left turn lanes. One shared through and right turn lane.

- Construct the signalized intersection of Town Center Boulevard and Retail Access to include the following geometrics:
  Northbound: One shared through and right turn lane.
  Southbound: One left turn lane. One through lane.
  Eastbound: Not applicable.
  Westbound: One shared left turn and right turn lane.

- Construct the signalized intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics:
  Northbound: Two left turn lanes. One through lane. One right turn lane.
  Southbound: One left turn lane. One shared through and right turn lane.
  Eastbound: One left turn lane. Two through lanes. One right turn lane.
  Westbound: Two left turn lanes. One through lane. One shared through and right turn lane.

- Construct the signalized intersection of MM Street and Park Center Boulevard to include the following geometrics:
  Northbound: One left turn lane. One right turn lane.
  Southbound: Not applicable.
  Eastbound: One through lane. One shared through and right turn lane.
  Westbound: One left turn lane. Two through lanes.

- Construct the signalized intersection of Park Center Boulevard and FF Street to include the following geometrics:
  Northbound: One left turn lane. Two through lanes. One right turn lane.
  Southbound: One left turn lane. Two through lanes. One right turn lane.
  Eastbound: One left turn lane. One through lane. One right turn lane.
  Westbound: One left turn lane. One through lane. One right turn lane.

- Construct the intersection of Park Center Boulevard and VV Street to include the following geometrics:
  Northbound: Two through lanes. One shared through and right turn lane.
  Southbound: Two through lanes. One shared through and right turn lane.
  Eastbound: One right turn lane. Stop controlled.
  Westbound: One right turn lane. Stop controlled.

- Construct the signalized intersection of LL Street and MM Street to include the following geometrics:
  Northbound: One left turn lane. One shared through and right turn lane.
  Southbound: One left turn lane. One shared through and right turn lane.
  Eastbound: One left turn lane. One through lane. One shared through and right turn lane.
  Westbound: One left turn lane. One through lane. One shared through and right turn lane.

Summary of Environmental Effects After Mitigation Measures are Implemented – Alternative 2 Phase 3

The above analysis shows that implementation of the applicable Base Case and Alternative 1 mitigation measures, the mitigation measures listed above, and the payment of fees to address off-site infrastructure will mitigate potential significant impacts to all intersections and roadway segments except Sanderson Avenue between Ramona Expressway and Gilman Springs Road, Nuevo Road between Evans Road and Dunlap Road, and Evans Road between Orange Avenue to Rider Street, which operate at LOS E, with mitigation. Therefore, by the end of Phase 3 under Alternative 2 conditions, impacts to roadways would remain significant with mitigation.

NOTE: Items referenced on CDs #1 - #4, herein, are available on CDs but the CDs are no longer numbered in this fashion for purposes of the FEIR.

5.15 UTILITIES

Potential impacts related to various types of utilities and service systems are addressed in the following sections. The discussions are divided into major categories. Section 5.15.1 analyzes water, sewer, storm drains, and recycled water. Section 5.15.2 addresses electricity use, natural gas, and other dry utilities. Solid waste disposal is discussed in Section 5.15.3. Communications systems, street lighting, governmental services, and energy conservation plans were all found to be less than significant in the Initial Study/NOP prepared for this project (Appendix A (CD #3)). However, street lighting is analyzed in the Aesthetics section of the DEIR with respect to the site being located within the Mount Palomar Observatory influence area. Energy conservation is addressed in the DEIR in response to comments to the NOP and is addressed in the Air Quality section of the DEIR related to greenhouse gas emissions reductions.

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

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- California Department of Water Resources, *California Water Plan Update 2009, Draft Assumptions and Estimates*, January 2008. (Available at http://www.waterplan.water.ca.gov/index.cfm) (DWR 2009)
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- California Department of Water Resources, *Draft State Water Project Delivery Reliability Report 2003, 2005, and 2007,* accessed August 28, 2008. (Available at) www.baydeltaoffice.water.ca.gov/swpreliability/
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- California Integrated Waste Management Board, *Jurisdictional Profile for Riverside County (Unincorporated).* (Available on April 25, 2006 at www.ciwmb.ca.gov./Profile/Juris/)
- California Integrated Waste Management Board, Waste Disposal Rates for Business Types, January 2004. (Available at www.ciwmb.ca.gov/wastechar/DispRate.htm)
- County of Riverside, *Riverside County General Plan, Lakeview/Nuevo Area Plan,* October 2003. (Available at County of Riverside and at) www.rctlma.org/genplan/content/ap2lnap.html)
- County of Riverside, Ordinance No. 859 (as amended through 859.1) Establishing Water-Efficient Landscape Requirements, adopted 1/18/2007, amended 4/25/2008. (Available at www.clerkoftheboard.co.riverside.ca.us/ords/800/859.pdf)
- Eastern Municipal Water District website: www.emwd.org
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- Lees, David P, SBRO Design Hub, Electronic Communication regarding Energy Demand for The Villages of Lakeview, May 17, 2007.
- Letter from the Riverside County Waste Management Department dated September 13, 2006. (This letter is contained in its entirety in Appendix A (CD #3) of this document.)
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- Nuevo Water Company, *Water Master Plan Report*, June 2005. (Available at Eastern Municipal Water District.)
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- The U.S. Environmental Protection Agency, Municipal and Industrial Solid Waste Division Office of Solid Waste, Report No. EPA530-R-98-010, *Characterization of Building-Related Construction and Demolition Debris in the United States*, June 1998. (Available at www.epa.gov/epaoswer/hazwaste/sqg/c&d-rpt.pdf)
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5.15.1 Water, Sewer, Drainage, Recycled Water

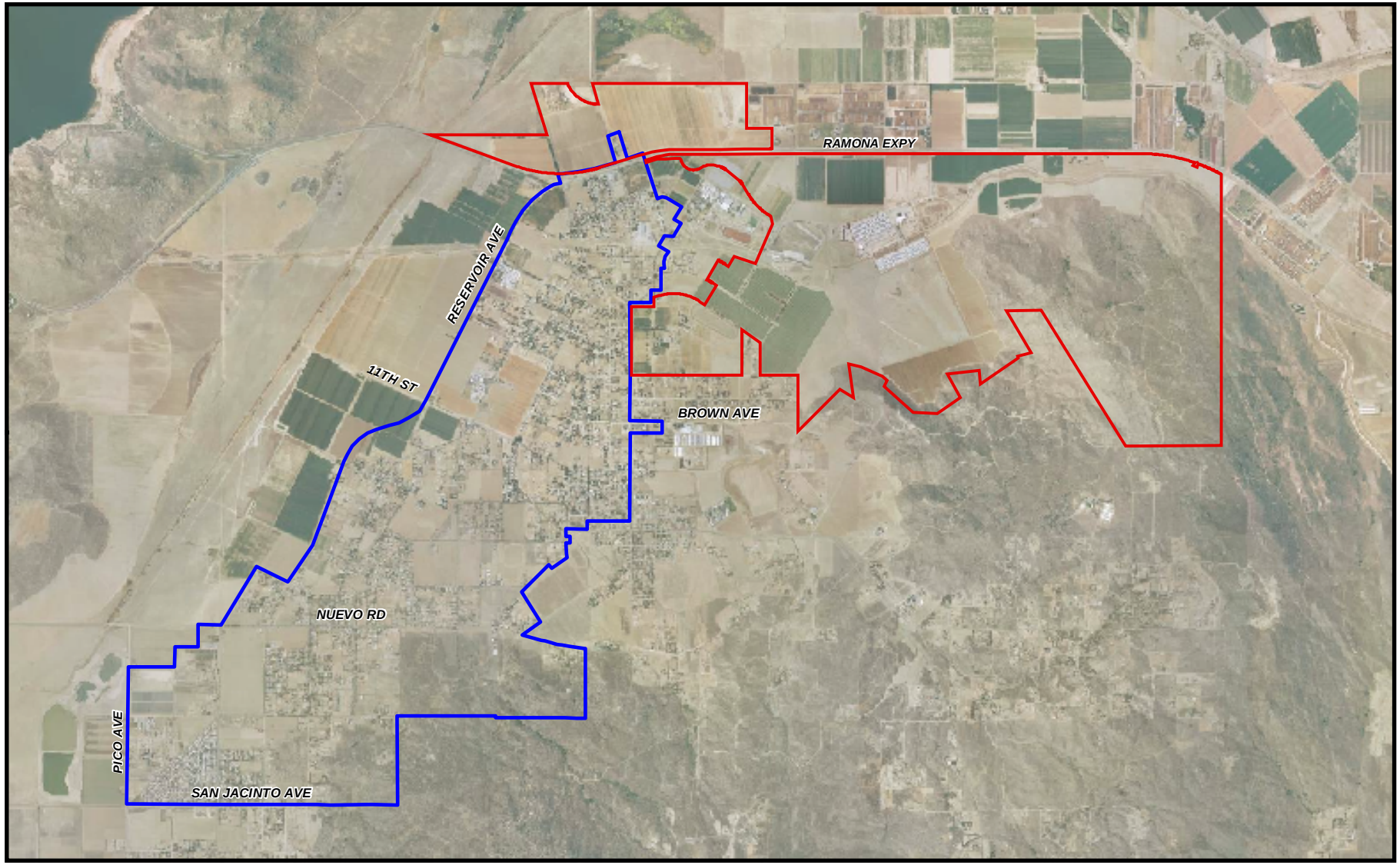
Setting

Water

Water service will be provided by the Eastern Municipal Water District (EMWD). EMWD serves an area of 555 square miles, including six incorporated cities and certain unincorporated areas of Riverside County, including the project site. EMWD serves over 100,000 customers. Nuevo Water Company provides water service to the existing community of Lakeview/Nuevo (see **Figure 5.15-1, Nuevo Water Company Service Area**). It is a mutual water company located within the EMWD service area which buys water from EMWD for blending. A small area of the project site previously improved with three residential units located north of Ramona Expressway, received water service from the Nuevo Water Company. EMWD will provide water service to the entire TVOL project, including the area previously served by the Nuevo Water Company. Nuevo Water Company will continue to provide water service to rural customers outside of the project limits.

EMWD is a public water agency, formed in 1950 by popular vote pursuant to the California Municipal Water District Law. In 1951, EMWD was annexed into the service area of the Metropolitan Water District of Southern California (MWD) and is one of MWD's 26-member agencies. Initially, EMWD's primary role was to deliver imported water to supplement local groundwater to serve mostly agricultural demand. Over time, EMWD's services have expanded to include delivery of treated imported water for domestic use, ground water production, groundwater basin management, desalination, water filtration, wastewater collection and treatment, and regional recycled water service for agricultural and non-potable domestic applications.

As discussed in greater detail below, EMWD utilizes four principal sources of water supply: imported water from MWD, which is principally derived from the Colorado River Aqueduct and from Northern California through the State Water Project (SWP); local groundwater production; and recycled water. (See generally, EMWD 2005 Urban Water Management Plan ("EMWD 2005 UWMP"), Sections 2 and 4. EMWD's 2005 UWMP is incorporated herein by reference.) As indicated in EMWD's Water Supply Assessment for THE VILLAGES OF LAKEVIEW project, the project will be supplied entirely with imported water supplied by MWD to EMWD. (Project WSA, pp. 5, 28) Imported water from MWD is supplied to EMWD in both treated and untreated forms. Treated MWD supplies are delivered from two treatment facilities: the Mills MWD Water Treatment Facility and the Lake Skinner Water Treatment Facility. Water from the Mills Facility is comprised of SWP supplies, while water from the Lake Skinner Facility may include supplies from both the Colorado River and the SWP. (EMWD 2005 UWMP, p. 9) Untreated MWD supplies are provided to EMWD from the SWP and are treated at EMWD's micro-filtration plant located in Perris, although EMWD uses a portion of the untreated supply for agricultural purposes. (EMWD 2005 UWMP, p. 9) As set forth in greater detail below, extensive study and analyses have been undertaken regarding the availability and reliability of EMWD's water supplies received from MWD.



Source: EMWD, 2008;
AirPhoto USA, Apr. 2007

ALBERT A. WEBB ASSOCIATES

N
W E
S

0 2,000 4,000 6,000
Feet

LEGEND
Project Boundary
Service Area Boundary

Figure 5.15-1

Nuevo Water Company Service Area

The Villages of Lakeview EIR No. 471

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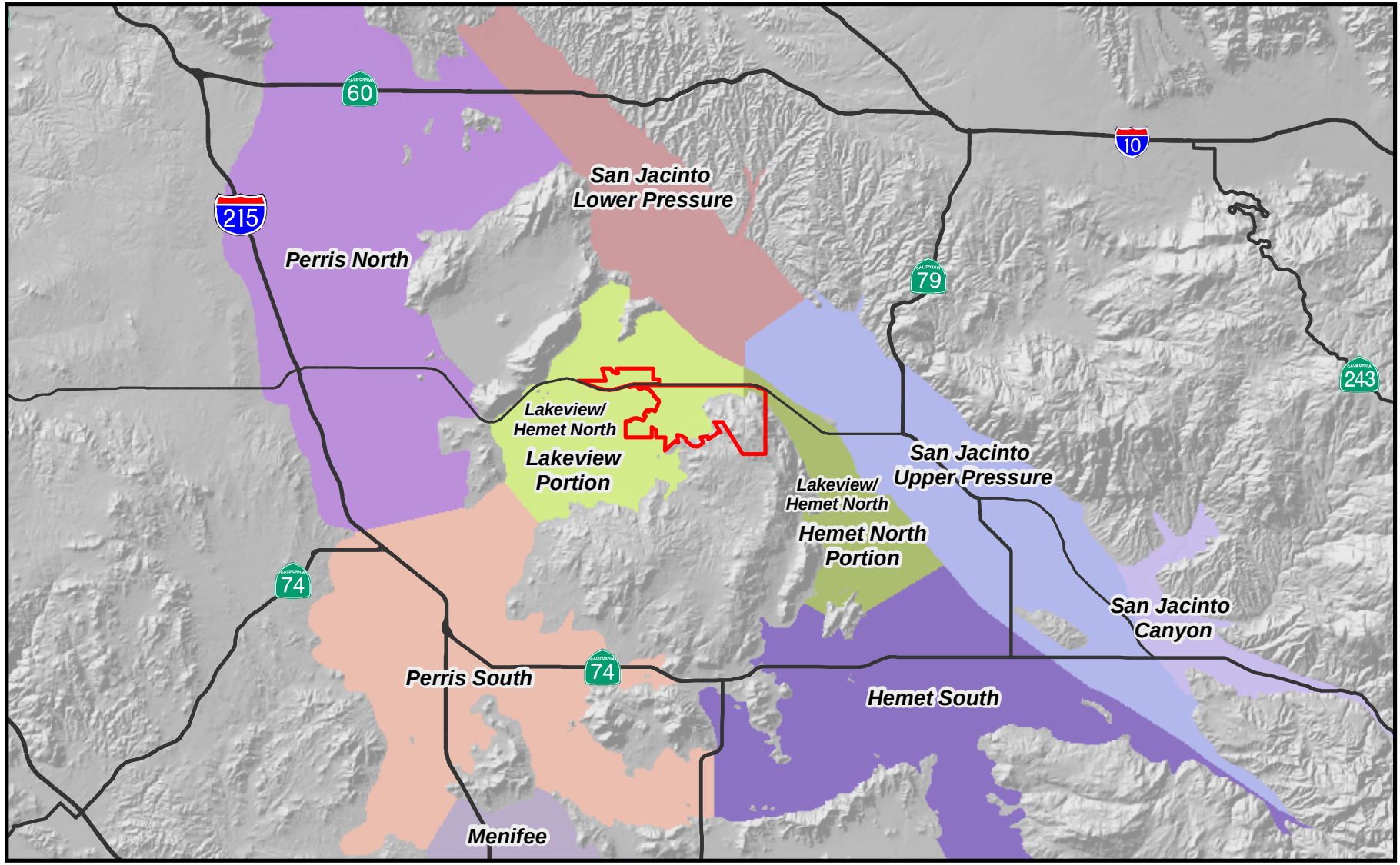
For instance, MWD has developed and implemented an Integrated Resource Plan (IRP), most recently updated and adopted in July 2004, which analyzes a broad range of current information and scientific data to determine demand and supply alternatives within MWD's service territory and to determine the long-term availability and reliability of MWD's supplies to serve its member agencies, including EMWD, over a long-term period of at least 20 years. Among many other analyses, the IRP sets targets for conservation, local supplies, SWP supplies, Colorado River supplies, groundwater banking, and water transfers. By using a diverse mix of resources, MWD and its agencies reduce dependency on a single water supply resource. MWD's 2007 IRP Implementation Report was presented to the MWD Board of Directors in October 2007 to provide an update on the status of programs and actions to meet dry year water supply development projects. The Report cited progress in water resource development efforts, while also identifying recent factors affecting the availability and reliability of SWP supplies (such recent factors are further discussed below in this section). MWD is currently in the process of initiating the next IRP update and, as set forth herein, has addressed the recent developments surrounding SWP supplies and incorporated these factors into its forecasts, analyses, and future planning actions to ensure an adequate and reliable water supply for its member agencies, including EMWD. In addition to the IRP, in 2005 MWD adopted its Regional Urban Water Management Plan (Regional UWMP) in accordance with California Water Code section 10630 et seq., which provides a comprehensive identification of the total water supplies available to MWD over the next 20-year period and demonstrates that those supplies are sufficient to meet the total projected demand of MWD's member agencies, including EMWD, through the year 2030. Together, MWD's IRP and Regional UWMP provide a thorough discussion and analysis of the reliability of MWD's water supply portfolio and MWD's ability to meet long-term regional water demands. (MWD's IRP and Regional UWMP are incorporated herein by reference.) As set forth in MWD's Regional UWMP, MWD is prepared for emergencies through storage, facility design, and supplemental power sources. (MWD Regional UWMP, pp. II-15 to II-20) For instance, half of the capacity of Diamond Valley Lake is reserved for emergency supply. Imported water deliveries from MWD are also addressed at length in EMWD's 2005 UWMP, which is further discussed below.

Groundwater is also a key element of EMWD's overall water supply portfolio, particularly in the Hemet/San Jacinto area. (See generally, EMWD 2005 UWMP, pp. 12-13, Section 3.). EMWD's service area includes eight groundwater management zones within the San Jacinto Watershed, each of which has a management plan that develops and implements comprehensive water resource planning to protect, optimize, and enhance the use of local groundwater resources (see **Figure 5.15-2, EMWD Groundwater Management Zones**). With these groundwater management plans in place, many local groundwater basin areas have rising water levels and wells are not anticipated to decrease production. Additional analysis of EMWD's groundwater supplies is set forth below.

Recycled water is an integral part of EMWD's water supply capabilities. (See generally, EMWD 2005 UWMP, Section 12.) EMWD operates four regional water recycling facilities with a total combined production capacity of approximately 61,600 acre-feet per year (AFY). (EMWD 2005 UWMP, p. 70) EMWD currently has 91 recycled water customers and sells up to 26,000 AFY of recycled water, the majority of which is used for agricultural irrigation. (EMWD 2005 UWMP, p. 70) Notably, as population grows within EMWD's service area, the supply of recycled water

will continue to grow, while the demand for recycled water by agricultural customers will decline as more land is converted for urban use. Accordingly, an increasing proportion of non-potable domestic, industrial and non-agricultural irrigation demands within EMWD can be served with recycled water. The supply of recycled water is not dependent on weather patterns and may increase in dry years, which provides an additional measure of reliability to EMWD's overall long-term water supply.

EMWD's recycled water supplies are further analyzed in EMWD's Lakeview/Nuevo Area Wide Master Plan for Water, Sewer, and Recycled Water (Master Plan), which encompasses a planning area of 10,700 acres in the Lakeview/Nuevo area of unincorporated Riverside County. The Master Plan includes additional analysis of the water supply, sewer, and recycled water services available for THE VILLAGES OF LAKEVIEW project and other future development projects within the Master Plan area for the purpose of designing the system of infrastructure facilities needed to serve the area. The Master Plan analysis compliments the analysis provided in this section, however, because it is primarily a master plan used for sizing and general locations of pipes, tanks, and other facilities, its engineering calculations use what are referred to as "equivalent dwelling units" to determine demand and may not match exactly the water demand projected by EMWD and MWD in their water supply calculations. Because it uses a different method for calculating demand, it will not be relied upon for potable water demand in this section.



Sources: USGS DEM;
EMWD GIS, 2007.

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Project Boundary

Figure 5.15-2

EMWD Groundwater Management Zones

The Villages of Lakeview EIR No. 471

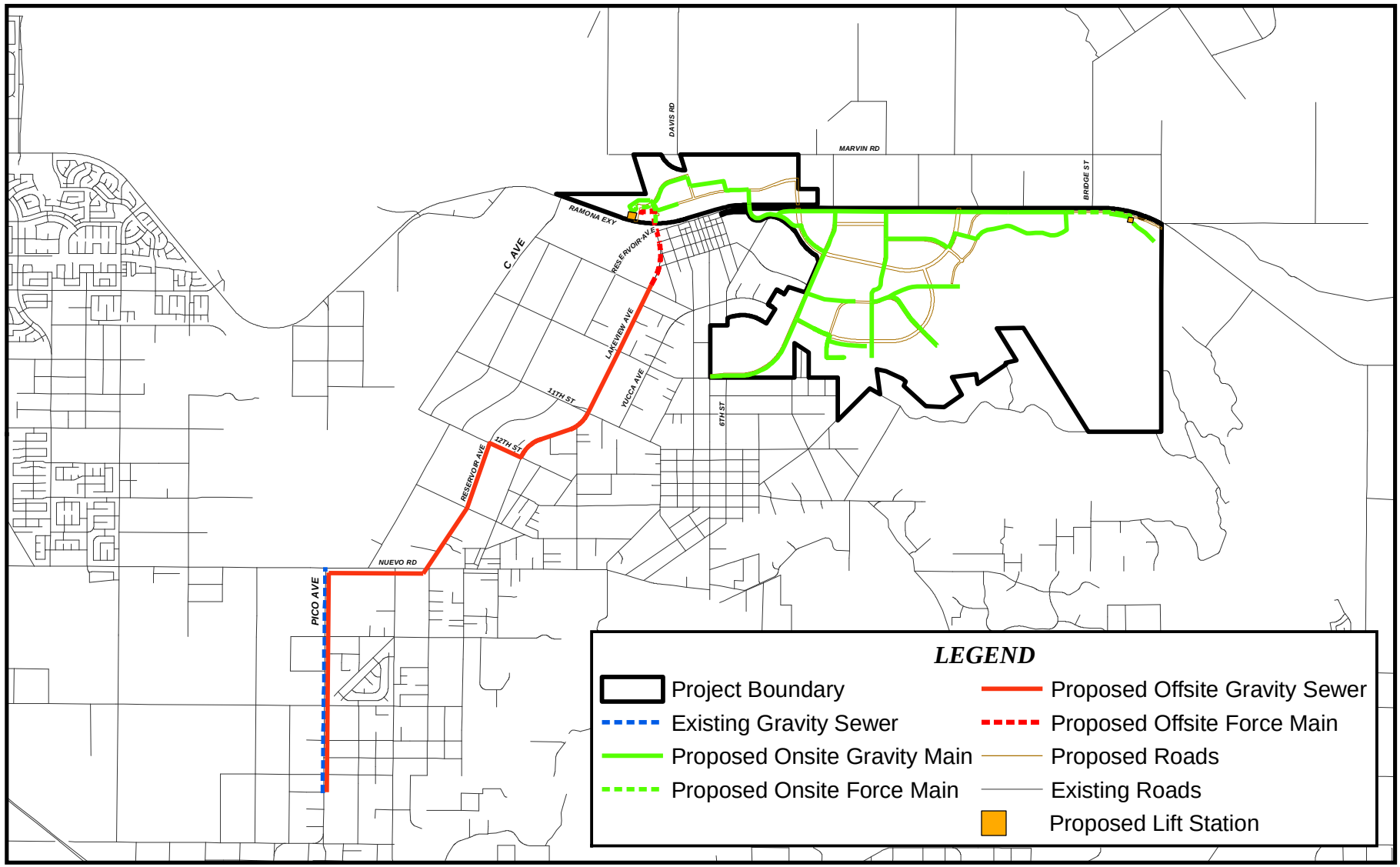
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Sewer

EMWD will provide sewer service to the project; their wastewater collection system includes over 1,534 miles of gravity sewer lines, 53 sewage lift stations, and 5 regional water reclamation facilities, which have a combined total capacity of 55 million gallons per day (MGD), with the potential to expand to 249 MGD (see **Table 5.15-A**, **EMWD Wastewater Treatment Facilities**, below).

There are currently no local EMWD sewer system facilities within or immediately adjacent to the project site. The nearest facility is an existing 27-inch diameter gravity sewer main located within Pico Avenue just south of Nuevo Road, which is approximately 2.8 miles southwest of the westernmost extent of the project (see **Figure 5.15-3, EMWD Master Plan of Sewer**). **Figure 5.15-3a, EMWD Master Plan of Sewer** (project portion) highlights which off-site sewer facilities the project would be responsible for constructing prior to the phase of development that would utilize that infrastructure. Sewer flows generated by the project will ultimately be treated and disposed of by EMWD's existing Perris Valley Regional Water Reclamation Facility (PVRWRF). The plant currently receives sewage form a 120-square-mile area from sources in Perris, Sun City, Romoland, Homeland, and a portion of Moreno Valley. The facility is sited on approximately 300 acres, west of Interstate 215, south of Case Road, in the city of Perris. Wastewater at this facility is treated to tertiary levels of treatment, and the water is sold to irrigate approximately 900 acres.

As of 2005 the PVRWRF typically received 7.7 million gallons per day (mgd) of wastewater from the City of Perris sewer system, which is approximately seventy percent of the facility's total 11 mgd capacity. EMWD's wastewater diversions are operational decisions and the amount that is diverted to the PVRWRF is variable. There is sufficient capacity in EMWD's other wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever diversions from other parts of EMWD's service area to the PVRWRF are reduced. The PVRWRF's capacity will be expanded to 22 mgd at the end of 2010 (personal communication with Elizabeth Lovsted, EMWD, 3/23/06) with an ultimate expansion capacity for the treatment facility planned to be 100 mgd.



Sources: Riverside County GIS, 2007; SP No. 342

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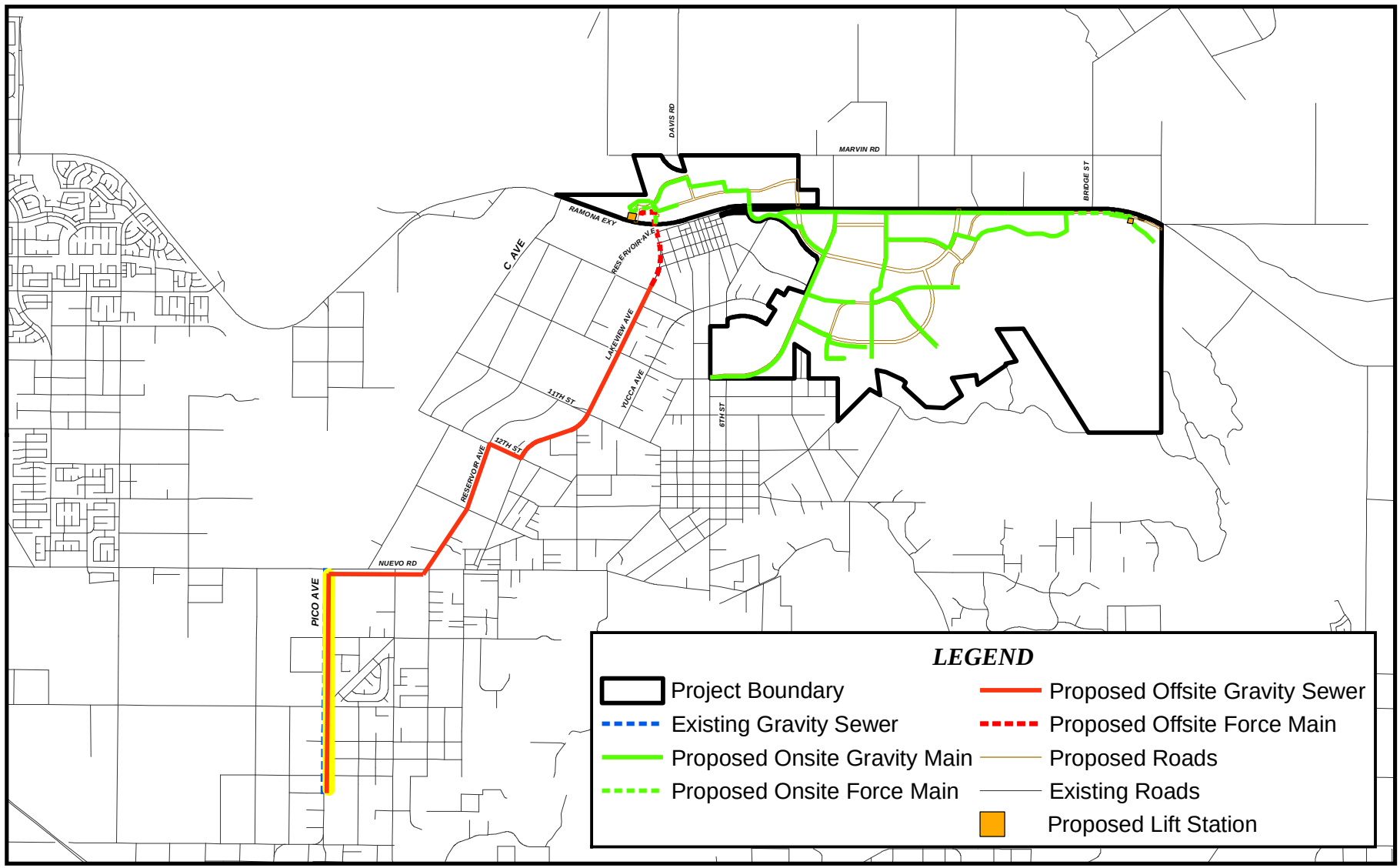
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Figure 5.15-3

EMWD Master Plan of Sewer

The Villages of Lakeview EIR No. 471

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Sources: Riverside County GIS, 2007; SP No. 342

ALBERT A. WEBB ASSOCIATES

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Figure 5.15-3a

EMWD Master Plan of Sewer

The Villages of Lakeview EIR No. 471

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Table 5.15-A
EMWD Wastewater Treatment Facilities

Treatment Plant	Level of Treatment	Capacity (mgd)	Typical Daily Flow (mgd)	Ultimate Expansion (mgd)
San Jacinto Valley RWRF	Secondary	11	7.8	27
Moreno Valley RWRF	Tertiary	16	11.2	41
Perris Valley RWRF	Tertiary	11	3.9*	100**
Sun City RWRF	Tertiary	3	2.4	15-27
Temecula Valley RWRF	Tertiary	14	6.0	54
TOTAL	-	**55 mgd**	**31.3 mgd**	**249 mgd**

* Perris Valley RWRF actually receives a total of 7.7 mgd. All flows from Sun City (2.4 mgd) are diverted to Perris Valley. Partial flows of 0.4 mgd from Moreno Valley and 1.0 mgd from Hemet are also diverted to the Perris Plant.

** The PVRWRF's capacity will be expanded to 22 mgd at the end of 2010.

Stormwater Drainage

THE VILLAGES OF LAKEVIEW is tributary to the San Jacinto River watershed, and is generally located west of Bridge Street, east of Reservoir Avenue, south of Marvin Road, and north of the Lakeview Mountains. The Specific Plan and off-site tributary area make up a drainage area roughly 10,600 acres.

Figure 5.15-4, Existing Hydrology, show the existing watershed areas, and 100-year storm flow rates leaving the project boundary. In general, storm runoff sheet flows northerly across the project site toward the San Jacinto River. The Lakeview Mountains and dam in the southern parts of the project, as well as Ramona Expressway, play an important part in the existing hydrology of this site. The hills on site and south of the project are sloped in a northerly and westerly direction. Storm runoff comes into the site from its southerly boundary and continues towards Ramona Expressway. The area tributary to the east portion of the project site is approximately 1,785 acres most of which is easterly and southerly of the project (**Figure 5.15-4**). Approximately 1,500 cfs hits the project east boundary, continues northwesterly, and crosses the Ramona Expressway towards the San Jacinto River.

The majority of the project is outside of the San Jacinto River floodplain. That portion of the project north of Ramona Expressway (a portion of Phase 1A) is within the 100 year Zone AE floodplain and floodway limits as delineated on Panel No. 06065C 1435G, ~~and~~ 1455G, and 1465G of the Flood Insurance Rate Maps issued in conjunction with the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). The flooding source for this floodplain is the San Jacinto River floodplain. The balance of the site is within shaded or un-shaded Zone X. For any work within the floodplain and or floodway, the project will request a Letter of Map Revision (LOMR) from FEMA in accordance with NFIP rules.

In the existing condition, 145 acres of this project are within the SJR Q100 floodplain, with 625 acre-feet of floodplain storage. While this Specific Plan proposes to alter the floodplain line, it proposes to keep the same acreage within the SJR Q100 floodplain, and increase storage from

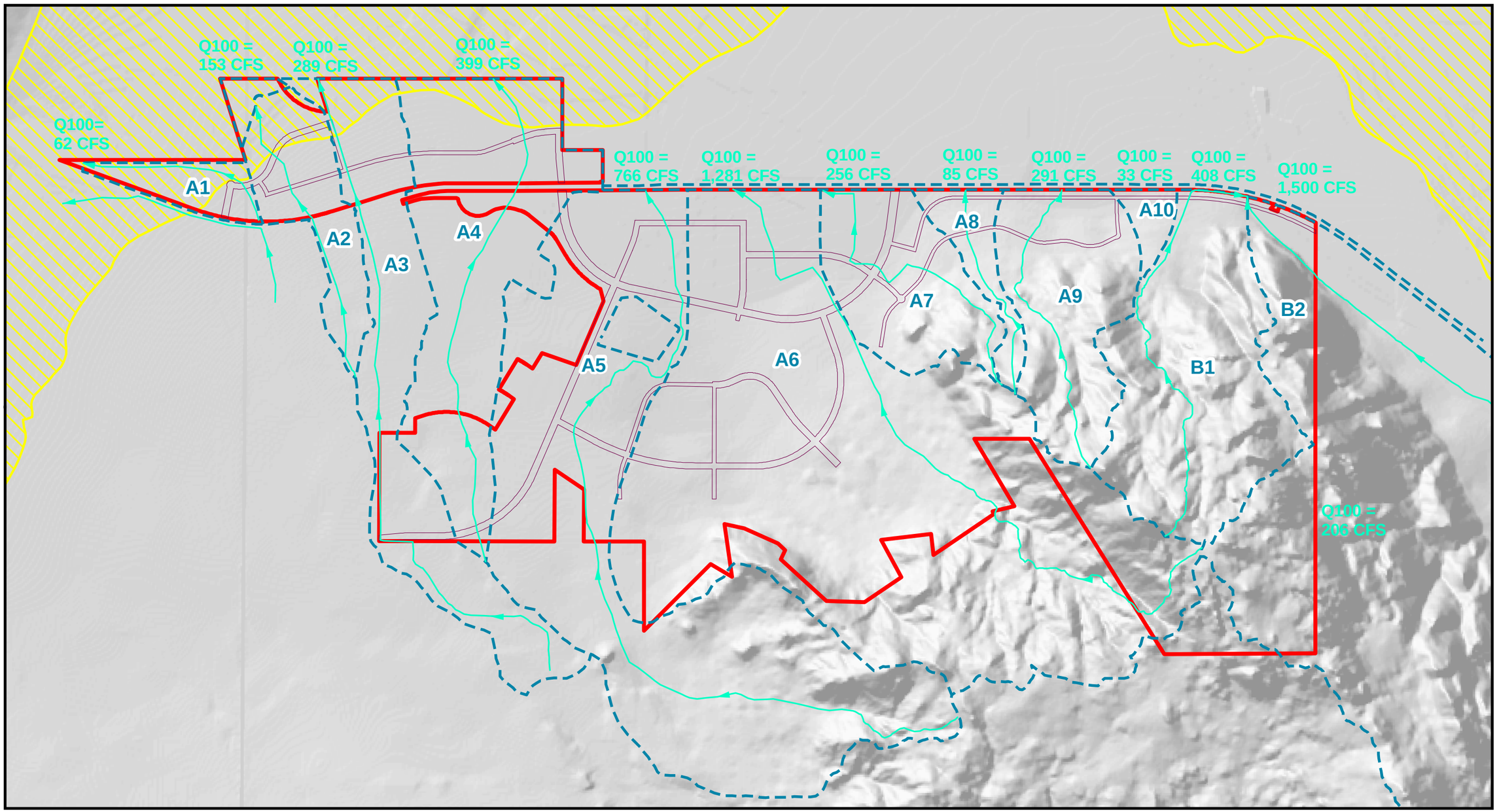
625 to 750 acre-feet; an increase of 19% in storage. **Figure 5.8-3, 100-Year Post-Development Floodplain,** shows both pre- and post-project floodplain locations. It shall be noted that the post –project limits will likely be different from what is shown on the exhibit.

Currently, the City of San Jacinto and the County of Riverside are sponsoring the San Jacinto River stage 3 study, with the city of San Jacinto as the lead agency. This study is a comprehensive drainage study of the San Jacinto River flood plain with the goal of matching the FEMA study flood levels. THE VILLAGES OF LAKEVIEW project takes into account both drainage studies and has conceptually designed parks and residential planning areas in accordance with the expected flood levels.

The area north of the Lakeview dam, at the southwesterly corner of the project, is designated Zone X shaded by FEMA. This designation is used to show areas subject to flooding of average depths of less than one foot during the one percent chance flood. Flooding within the project will be reduced significantly except for storms of unusual magnitude, once proposed on-site improvements (**Figure 5.8-6, Master Plan of Drainage (On-Site)**) and off-site improvements (**Figure 5.8-7, Master Plan of Drainage (Off-Site)**), are implemented. The off-site MDP facilities include: a) the modification to Lakeview Dam for additional storage, b) the construction of the training dike to direct flows into Lakeview Dam and c) the construction of Lateral D to Nuevo channel.

The Lakeview dam, constructed in 1994, is located south of the project, and the dam receives and collects storm flows from an area south of the project and southeast of the dam, shown as the off-site portion of watershed A5 on **Figure 5.15-4**. The Riverside County Flood Control & Water Conservation District (RCFCWCD) studied and built the dam to protect the area north and west of the dam from flooding. A small drainage system now collects water from the dam outlet, and releases it in a northwesterly direction where it makes its way to Ramona Expressway, and it generally follows the alignment of Hansen Avenue. Additionally, RCFCWCD developed the Lakeview/Nuevo Master Drainage Plan (MDP), which was adopted by the Riverside County Board of Supervisors in February of 1981, and subsequently revised in June of 1985. The MDP includes a proposed drainage facility that receives storm flows from the dam outlet, and delivers them westerly to the existing Nuevo channel, which flows into the San Jacinto River.

Storm flows across the project site sheet flow to Ramona Expressway where small level storm flows will either collect in localized depressions and pockets along the project northerly frontage, or they are captured by existing CMP culverts, and channeled under Ramona Expressway. There are 14 existing culverts ranging in size from 24-inch to a pair of 72 x 45-inch squash pipes at the easterly end of the project. These existing pipes only have capacity to convey low flows under Ramona Expressway. During larger storm events, storm runoff sheet flows over Ramona Expressway all across the project frontage. Under existing conditions, and during a 100-year storm event, approximately 5,800 cfs reaches Ramona Expressway and overtops it, headed in a northerly direction toward the San Jacinto River. All drainage and storm drain facilities may be maintained by one of the following: the RCFC&WCD, Riverside County Transportation Department, or a public agency such as the CSA. A Master Home Owners' Association (MHOA) is also an acceptable organization for landscaping maintenance of all drainage and storm drain facilities.



Source: Preliminary Hydraulic/Hydrology Study and Storm Drain Facilities for TVOL, AAWA, 2007.

ALBERT A. WEBB ASSOCIATES

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- Project Boundary
- Flow Paths
- A3 Subwatershed Boundaries
- 100yr Floodplain
- Road ROWs

Figure 5.15-4

Existing Hydrology

The Villages of Lakeview EIR No. 471

Thresholds of Significance

Impacts on ***water systems*** would be considered potentially significant if the proposed project would:

A. Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects; or

B. Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.

Impacts on ***sewer systems*** would be considered potentially significant if the proposed project would:

C. Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects; or

D. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Impacts to ***drainage systems*** will occur if implementation of the project:

E. Requires or results in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Related Regulations

Federal

In 1972, the Federal Water Pollution Control Act (Clean Water Act) was amended to prohibit the discharge of pollutants to waters of the United States unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The Clean Water Act focused on tracking point sources, primarily from wastewater treatment facilities and industrial waste dischargers, and required implementation of control measures to minimize pollutant discharges. The Clean Water Act was amended again in 1987, adding Section 402(p), to provide a framework for regulating municipal and industrial storm water discharges. In November 1990, the U.S. Environmental Protection Agency (USEPA) published final regulations that establish application requirements for specific categories of industries, including construction Projects that encompass greater than or equal to five acres of land. The Phase II Rule became final in December 1999, expanding regulated construction sites to those greater than or equal to one acre. The regulations require that storm water and non-storm water runoff associated with construction

activity, which discharges either directly to surface waters or indirectly through municipal separate storm sewer systems (MS4s), must be regulated by an NPDES permit.

State

California Water Quality Laws

Under California law, the State Water Resources Control Board (State Board) and nine Regional Water Quality Control Boards (RWQCB) are responsible for implementing the federal Clean Water Act (CWA) and the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act).

The Porter-Cologne Act, California Water Code section 13000 et seq., directs each RWQCB to develop a Water Quality Control Plan (Basin Plan) for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory programs. THE VILLAGES OF LAKEVIEW is located within the purview of the Santa Ana RWQCB (Region 8), and must comply with applicable elements of the region's Basin Plan, as well as other requirements of the Porter-Cologne Act. These requirements are further discussed below in relation to storm water drainage and other components of the project.

California Water Supply Laws

In regard to water supply, California Water Code sections 10910–10915 (commonly referred to as SB 610 according to the enacting legislation) require the preparation of a Water Supply Assessment (WSA) for certain projects, generally including those having a water demand equivalent to a project with 500 dwelling units or more. (Water Code § 10912(a)) Under SB 610, at the time the lead agency determines a project is subject to CEQA, the agency must identify the public water system that will provide water service to the project and request the water provider to prepare a WSA for the project. (Water Code § 10910(b)) As indicated above, THE VILLAGES OF LAKEVIEW project is within EMWD's service territory and, therefore, will be served by EMWD. In accordance with SB 610, EMWD prepared and adopted a WSA for the project, dated December 20, 2006 (the project WSA). The project WSA is incorporated herein by reference and included as Appendix M (CD #4). In preparing a WSA, if the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate information from that plan into the WSA. (Water Code § 10910(c)(2)) In this case, the projected water demand associated with THE VILLAGES OF LAKEVIEW project was accounted for in EMWD's 2005 UWMP. (EMWD 2005 UWMP, pp. 5-6, 41-43) Thus, relevant information from the 2005 UWMP was incorporated into the project WSA. Generally, a WSA must include an analysis of whether the total projected water supplies available to the water provider during normal, single-dry, and multiple-dry years over the next 20-year period is sufficient to meet the projected water demand associated with the project, in addition to existing and planned future uses. (Water Code § 10910(c)) Additional analysis is required if the water supplies identified to serve the project include groundwater. (Water Code § 10910(d)) Here, the project will not be served by groundwater. Notwithstanding, to ensure a comprehensive discussion regarding EMWD's overall water supply availability and reliability, the project WSA includes a detailed analysis of groundwater supplies within EMWD. Upon the water provider's adoption of the WSA, the WSA must be forwarded to the lead agency and incorporated into the CEQA document being prepared for the project. (Water Code § 10911)

As discussed in greater detail below, the project WSA concludes that the total water supplies available to EMWD over the next 20-year period are sufficient to serve the projected water demand of THE VILLAGES OF LAKEVIEW project, in addition to existing and planned future uses, in accordance with the standards set forth by SB 610.

Similar to the aforementioned requirements of SB 610, California Government Code Section 66473.7 (commonly referred to as SB 221 according to the enacting legislation) generally requires the legislative body of a city, county or local agency to include as a condition in any tentative tract map or development agreement that includes a subdivision (defined as a residential development containing 500 or more dwelling units) a requirement that a sufficient water supply is or will be available to serve the subdivision. (Govt. Code § 66473.7) The availability of a sufficient water supply must be based on a Written Verification (WV) from the public water system that will provide water service to the proposed project. (*Id.*) As with the standard provided by SB 610, a "sufficient water supply" under SB 221 is the total water supplies available to the water provider during normal, single-dry, and multiple-dry years within a 20-year projection that will meet the projected demand of the proposed subdivision, in addition to existing and planned future uses, including agricultural and industrial uses. (Govt. Code § 66473.7) The water provider's verification must be based on substantial evidence such as water supply contracts, capital outlay programs, and regulatory permits and approvals regarding the water provider's right to and capability of delivering the project supply. (Govt. Code § 66473.7) Because THE VILLAGES OF LAKEVIEW project is not at the tentative tract map stage of land use planning, a WV is not yet required under SB 221 and has not been requested from EMWD. Notably, when the WV is prepared for the project, SB 221 allows for that verification to be based in large part on the project WSA prepared and adopted by EMWD pursuant to SB 610. (Govt. Code § 66473.7)

Local

Eastern Municipal Water District

As set forth in the project WSA and as identified throughout this Section 5.15, EMWD will be the water service provider for THE VILLAGES OF LAKEVIEW project. EMWD is a public agency and retail water service provider, organized and operating as a municipal water district pursuant to the Municipal Water District Law, Water Code section 71000 et seq. As such, EMWD is vested with broad statutory powers to provide water service and regulate water supply related issues within its service territory. Pursuant to that authority, EMWD adopted Ordinance 72.22 on January 3, 2007. Ordinance 72.22 was superseded by Ordinance 72.24 which became effective March 1, 2009. This ordinance discourages water waste by all customers; establishes penalties for commercial, industrial, institutional customers in non-compliance with runoff and/or irrigation requirements; and implements a tiered penalty structure for dedicated landscape meters for non-compliance with their water budget. A Procedural Guide for Procuring Landscape Irrigation Water was created and is required as a part of conditions that need to be followed prior to the issuance of landscape irrigation meters. The Procedural Guide applies to all new landscaping for public agency projects and private development projects.

EMWD also implements an aggressive water use efficiency program, which is estimated to have resulted thus far in overall water savings of 12,000 acre-feet. Components of EMWD's water use efficiency program include:

Ultra-Low-Flush Toilets (ULFT): More than 15,700 ULFTs have been installed in residential homes.

Residential High- Efficiency Clothes Washers (HECW): More than 1,000 HECW units have been installed. They use 40 percent less water and require 55 percent less energy.

Commercial-Industrial-Institutional hardware incentive program: Spray valves, waterbrooms, waterless urinals, conductivity controllers (moisture sensors), and X-ray processors.

Water-saving showerhead program: Customers are using more than 25,500 low-flow showerheads and water use efficiency kits handed out at headquarters and community outreach.

Water broom giveaway program: Every school in EMWD's service area was given a free water broom.

California Friendly Model Home Program: This offers financial incentives for builders to install water efficient landscaping, fixtures and appliances in new model homes, demonstrating significant water savings for homeowners.

Commercial-Industrial-Institutional Incentives and Rebates: Customers with more than 3,000 square feet of landscaping and state mandated water budgets are offered incentives and rebates for the latest irrigation technologies.

Grant Funding Opportunities: Develop and finance innovative conservation programs using the latest technologies available.

California Friendly Workshops: Is offered to more than 3,200 participants. Topics include California Friendly plants, composting and green waste recycling, landscape watering and fertilizing, and basic irrigation.

Protector del Agua (PDA): Six (4-hour) landscape water management classes are provided to landscape maintenance staffs. PDA begins with basic irrigation principles of soil-plant-water relationships and concludes with irrigation scheduling.

School classroom presentations, facilities tours and educational resources: Made available to 116,000 students in 10 school districts within EMWD's 555-square mile service area.

County of Riverside General Plan Policies

The following are applicable policies from the County of Riverside General Plan related to Water and Sewer:

OS Policy 1.1	Balance consideration of water supply requirements among urban, agricultural, and environmental needs so that sufficient supply is available to meet each of these different needs.
OS Policy 2.1	Encourage the installation and use of water conserving systems such as dry wells and graywater systems, where feasible, in new developments. The installation of cisterns or infiltrators shall be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.
OS Policy 2.3	Encourage the use of native, drought-resistant landscaping planting.
OS Policy 2.4	Support and engage in educational outreach programs with other agencies that promote water conservation and widespread use of water-saving technologies.
LU Policy 5.3	Review all projects for consistency with individual urban water management plans.
LU Policy 17.2	Require that adequate and available water resources exist to meet the demands of the proposed land use.

The General Plan Public Facilities Element includes the following policy related to *drainage facilities*:

OS Policy 2.2	Where feasible, decrease stormwater runoff by reducing pavement in development areas, and by design practices, such as permeable parking bays, and porous parking lots with bermed storage areas for rainwater detention.
OS Policy 4.5	Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. (AI 57)
S Policy 4.10	Require all proposed projects anywhere in the County to address and mitigate any adverse impacts that it may have on the carrying capacity of local and regional storm drain systems.

The relationship of the project to the above general plan policies is presented in Appendix N (CD #4) of this DEIR.

Project Design Considerations

Design considerations refer to ways in which the proposed project will limit or mitigate for potential impacts through the design of the project.

- All water and sewer lines shall be placed underground and inspected, per EMWD standards.
- All water and sewer lines will be designed per EMWD and County of Riverside standards.
- The location of facilities shall conform to EMWD and County of Riverside standards.
- Water and wastewater facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department.
- Recycled water facilities shall be constructed per EMWD standards for supplying recycled water
- Water use efficiency measures incorporated into the project development include water saving devices and systems, the use of recycled water for irrigation, where possible, a demonstration garden to educate future residents about water use efficiency techniques for irrigation, and drought tolerant project landscaping.
- The design of all water facilities shall provide fire protection to the satisfaction of the Riverside County Fire Department.
- Drainage and flood control facilities and improvements shall be provided in accordance with Riverside County Flood Control and Water Conservation District (RCFCWCD) requirements.
- Storm drain facilities shall ensure the acceptance and disposal of 100-year storm runoff without damage to streets or adjacent properties.
- All areas within the project will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the requirements of the National Pollution Discharge Elimination System (NPDES) standards, as part of a final design of an application.
- The proposed Water Quality Management Plan (WQMP) and debris basins address management of the project on-site-runoff quality by functioning as treatment control BMPs to meet the requirements of MS4 permit at the project site (Order No. R8-2002-0011, NPDES No. CAS 618033; Santa Ana Regional Water Quality Control Board).
- All drainage and storm drain facilities may be maintained by one of the following: RCFCWCD, Riverside County Transportation Department, or other public agency, a community services financing mechanism such as a CSA, CSD, or Homeowners' Association (HOA).
- The developer or homeowner shall comply with the planting, irrigation, implementation, and model home requirements set forth by Ordinance No. 859, Water-Efficient Landscape Requirements.
- Where professional management is available such as an HOA, recycled water shall be used in residential front-yards and backyards (i.e.~~(also~~ private common area~~s)~~, and in adjacent public street parkways, subject to EMWD and County approvals.

- ~~In areas where recycled water is not used, turf shall be limited to 33% of the landscaped area of a conventional SFD lot.~~ Where professional management is not available, grass turf (live not artificial) shall be limited to 33% of the landscaped area of a conventional single-family detached lot.
- To utilize water efficiently, California-appropriate vegetation shall be incorporated into THE VILLAGES OF LAKEVIEW landscape. Appendix B, Plant Palette, shall be used as the outline for appropriate plants when incorporating trees, shrubs and groundcover.

Environmental Impacts Before Mitigation

Water Supply Infrastructure

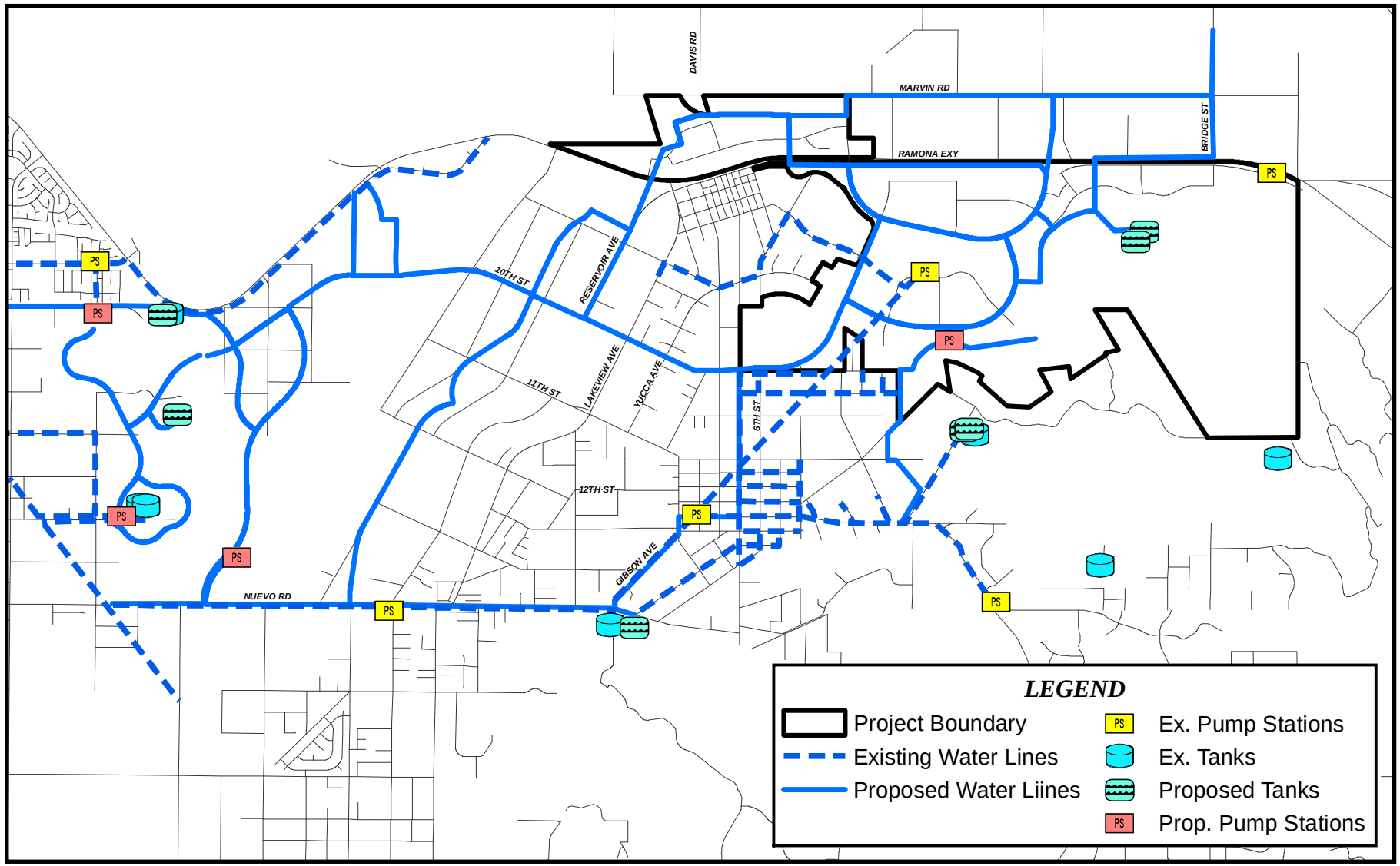
Threshold A: *The proposed project would require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.*

As set forth above, THE VILLAGES OF LAKEVIEW project is located within the Lakeview/Nuevo area of Riverside County and within EMWD's existing service territory. This area has historically been characterized by rural residential and agricultural activity and water service has been mainly comprised of recycled water deliveries for agricultural irrigation, some treated potable EMWD water for domestic use, and groundwater production from private wells for both agricultural and domestic purposes.

The water distribution and storage system improvements that will be utilized to serve the project and other development within the Lakeview/Nuevo area have been analyzed as part of EMWD's Lakeview/Nuevo Area Wide Master Plan for Water, Sewer, Recycled Water (Master Plan). EMWD's Master Plan identifies anticipated water, sewer, and recycled water facility improvements to meet projected demand in the Lakeview/Nuevo area. The water study area covers 10,700 acres, which includes the project area of approximately 2,800 acres. The EMWD Master Plan describes improvements needed to accommodate growth projected for the area, which includes both upgrading existing facilities as well as constructing new facilities (see **Figure 5.15-5, Existing and Proposed EMWD Water Master Plan Facilities**). **Figure 5.15-5a** highlights which off-site water facilities the project would be responsible for constructing prior to the phase of development that would utilize that infrastructure.

The Master Plan identifies three pressure zones for the study area. A minimum service pressure of 60 psi was used to determine pressure zone boundaries based on elevation data. Currently, water supplied to the Lakeview/Nuevo area is provided by the existing 1627 pressure zone. Most of the project site will be served by an expanded 1720 pressure zone, although a portion of the project cannot be served by the 1720 pressure zone due to topography. Thus, the Master Plan proposes to expand the existing 1831 pressure zone to incorporate this portion of the project area. A proposed pump station and a pipeline connection will be required to connect to the existing 1831 pressure zone. Ultimately, additional storage will be constructed in the 1831 pressure zone at the existing Contour Tank site to serve storage requirements for full build-out of the Lakeview/Nuevo area.

Analysis of potential impacts associated with the construction of new and additional water facilities for the Lakeview/Nuevo area is provided in the Master Plan EIR at a programmatic level**.** The majority of these facilities will be constructed within existing road rights-of-way or on existing EMWD easements, and are identified as having minimal environmental impacts. The Master Plan EIR concludes that all potential impacts resulting from construction of Master Plan facilities would be less than significant with mitigation and/or adherence to required regulations and standards. The growth inducing potential of Master Plan facilities are identified as significant, however.



Sources: Riverside County GIS, 2007; SP No. 342

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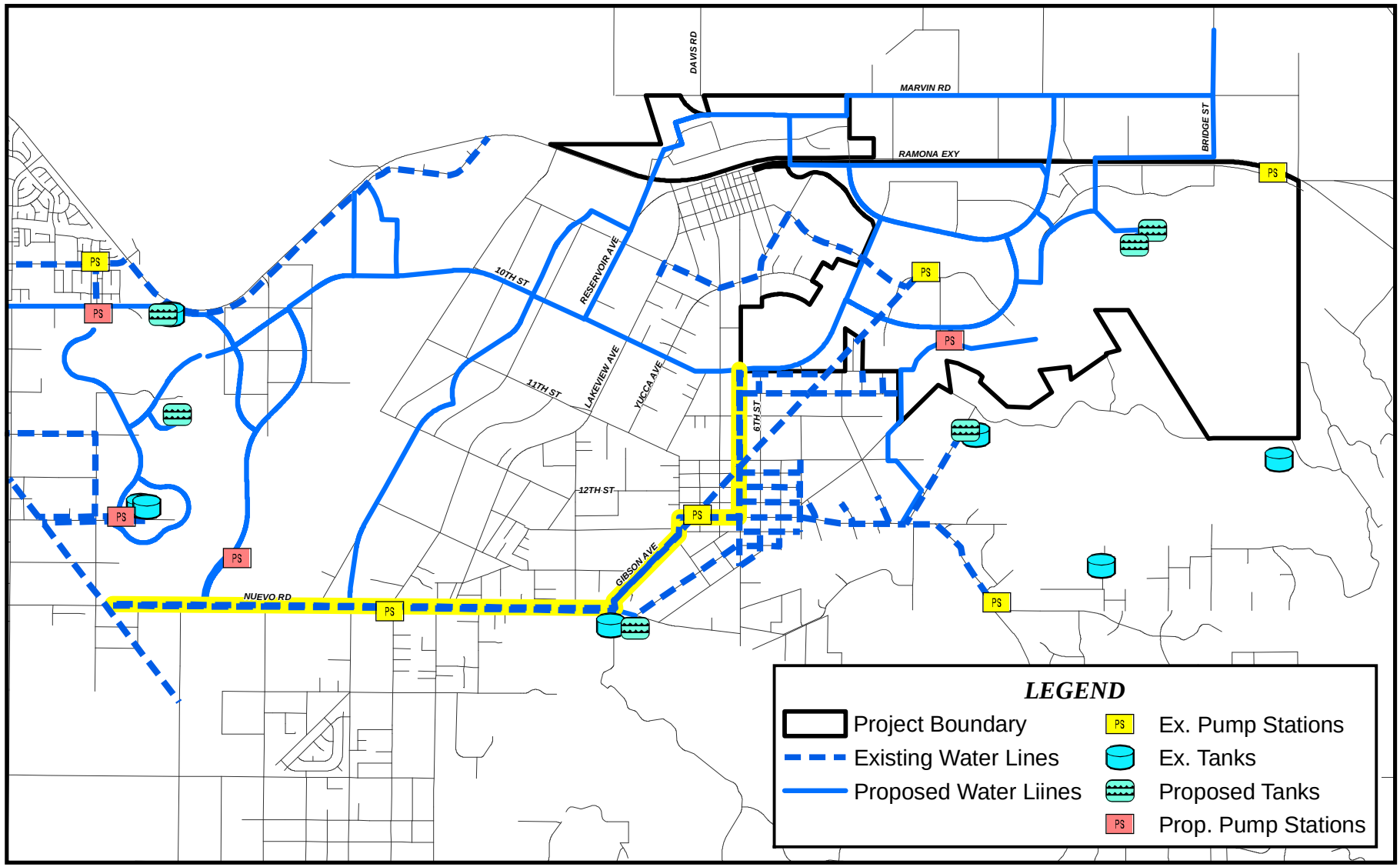
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Figure 5.15-5

Existing and Proposed EMWD Water Master Plan Facilities

The Villages of Lakeview EIR No. 471

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Sources: Riverside County GIS, 2007; SP No. 342

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Figure 5.15-5a

Existing and Proposed EMWD Water Master Plan Facilities

The Villages of Lakeview EIR No. 471

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Since Phase I of the proposed project located north of Ramona Expressway will require some off-site infrastructure to be installed prior to occupancy, the required infrastructure facilities are analyzed within this DEIR to address any potential environmental impacts. (**Figure 3-14, Off-site Infrastructure Analyzed in EIR**) Water service is available within the project boundary and on-site distribution and storage facilities have been analyzed within this DEIR (e.g., Aesthetics, Biological Resources, Cultural Resources, Geology & Soils, and Utilities). All of the other off-site infrastructure has been evaluated at a programmatic level in the EMWD Master Plan EIR. As set forth in the DEIR, the construction of new water distribution or storage facilities required for Phase I will not have a significant environmental impact.

As indicated above, treated water from MWD is supplied to EMWD from the Mills MWD Water Treatment Facility and the Lake Skinner Water Treatment Facility. Raw water deliveries from MWD are treated at the Perris Water Filtration Plant located in the city of Perris south of Ramona Expressway. The Perris Water Filtration Plant has a current capacity of 30 cubic feet per second (cfs) (which is equivalent to 20 million gallons per day (gpd) or 22,400 AFY). The Hemet Water Filtration Plant will also be used to treat raw water supplies delivered to EMWD. The Hemet Plant is a 10-mgd membrane filtration plant expandable to 40 mgd, which is capable of treating both raw SWP supplies from MWD and local groundwater.

Water Supply Availability

In the WSA for the project (based on project assumptions in the NOP), THE VILLAGES OF LAKEVIEW was estimated to have a total water demand of 5,877,030 gpd, or 6,584 AFY (**Table 5.15-E, WSA – The Villages of Lakeview Demand**; see also project WSA, p. 24). At build out, THE VILLAGES OF LAKEVIEW Specific Plan No. 342 is estimated to have a total water demand of 5,645,817 gpd or 6,320 AFY. (See **Table 5.15-F**, **The Villages Of Lakeview Projected Total Water Demand Per Specific Plan No. 342**.)

Treated water supplies available to EMWD will total approximately 150,300 AFY in 2020 (project build-out). (See project WSA, p. 5; EMWD 2005 UWMP, p. 10.) Water sources that will likely be utilized to serve the project site can be obtained from the Mills Plant, the Perris Plant and the Hemet Plant, which are projected to have a total combined delivery capacity of 100,700 AFY in 2020. (See **Table 5.15-C, EMWD Projected Domestic Water Supply by Source (AFY) Potable and Non-Potable**; see also EMWD 2005 UWMP, p. 10, Table 2.1; project WSA, p. 5, Table 3.) Thus, the projected total water demand of the project represents only 4.2% (6,320 AFY/150,300 AFY) of EMWD's total treated water supply capacity in 2020 and only 6.3% (6,320 AFY/100,700 AFY) of the total combined capacity of the water supply facilities likely to be used in providing treated water to the project site. As shown herein, in year 2020 (project build-out), treated supplies are projected to be adequate to serve the demand associated with THE VILLAGES OF LAKEVIEW project in addition to EMWD's other existing and planned future uses. (See, e.g., project WSA, Table 22, EMWD 2005 UWMP, Table 2.) For purposes of this analysis, it is also important to note that future water demand numbers set forth by MWD's Regional UWMP, EMWD's 2005 UWMP, and the project WSA are based on regional projections regarding population and development growth rates. However, recent declines in those projected growth rates have resulted in a concomitant decline in projected water demand within EMWD's service territory. Such decreases in overall demand are particularly relevant in evaluating water supply sufficiency for this project under the SB 610 standard, where

water demands associated with certain other planned developments no longer exist. As set forth below, EMWD has planned additional supply capability to meet overall demand in 2030 through expansion of the Mills plant by 18,100 AFY, as shown in **Table 5.15-C,** whereby the project represents and even smaller percentage of the total available supply. Even under the most conservative assumption that no expansion of those supply facilities were to occur beyond 2010 (when project development is proposed to begin), 74,900 AFY would be available from the facilities at that time. Under this most conservative assumption, the project would represent only 8.4% (6,320 AFY/74,900 AFY) of the total combined capacity of EMWD's water supply facilities used to serve the project. Thus, on a project-specific and cumulative basis, water treatment facilities will not need to be built to accommodate the proposed project and impacts are considered **less than significant**.

Threshold B*: The proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources.*

Water Supply and Demand

EMWD intends to supply the project's water demands for landscaping, park irrigation, and other non-potable uses with recycled water produced by EMWD. However, it is appropriate for the most conservative analysis to compare the project's potable water demand of 5,600 AFY plus the project's assumed non-potable demand of 720 AFY (along with other existing and planned future uses) against EMWD's total projected imported water supplies. Even under this most conservative assumption that the project's entire water demand (potable and non-potable demand, totaling 6,320 AFY) would be served with treated/potable imported water supplies from MWD, the following analysis along with data and analysis set forth in EMWD's 2005 UWMP, MWD's Regional UWMP, and the project WSA demonstrate that the total projected water supplies available to EMWD over the next 20-year period are sufficient to serve the project's total water demand, in addition to existing and planned future uses in accordance with the requirements of SB 610. (MWD Regional UWMP, p. II-11; EMWD 2005 UWMP, pp. 10, 30; project WSA, pp. 27-29; Water Code § 10910(c))

The Metropolitan Water District's Regional UWMP addresses water supply and demand projections from a regional approach that includes all 25-member agencies. **Table 5.15-B, MWD Average Supply Capability & Projected Demands,** summarizes the IRPSIM model studies performed to test the reliability of water supply.

As discussed in further detail below, while MWD's Regional UWMP projections have been affected by recent court decisions and environmental issues, MWD has not changed or retracted its overall conclusion regarding its ability to meet regional demands throughout the next 20-year period and beyond. Based on MWD's modeling and water supply programs, and water supply projects being implemented by EMWD, water supplies for EMWD are expected to increase to 245,200 acre-feet/year (which includes recycled water) by 2030 (EMWD 2005 UWMP, p. 30; project WSA, p. 5) EMWD's supply from groundwater and recycled water are not expected to vary greatly based on climatic variability so those sources will remain stable and reliable components of EMWD's overall total water supply portfolio. (EMWD 2005 UWMP, Sections 3, 12) EMWD's total anticipated water demand in 2030 (roughly 245,056 acre-feet) is relatively equal to the 245,200 acre-feet that the EMWD UMWP anticipates will be available that year.

(See **Tables 5.15-C, EMWD Project Domestic Water Supply by Source (AFY) Potable and Non-Potable, and 5.15-D,** below.) For 2030, EMWD has projected its customer water demands to be 245,056 acre-feet/year for both potable and non-potable water (see **Table 5.15-D, EMWD Project Water Demand (AFY) Potable & Non-Potable**, below). (EMWD 2005 UWMP, p. 42, 45-46) Moreover, as set forth above, it is important to note that the total projected water demands for EMWD's service area (as detailed in EMWD's 2005 UWMP) are most likely higher than what will actually exist in the future given the recent growth decline within EMWD.

Table 5.15-B
MWD Average Supply Capability & Projected Demands
(AFY)

	2010	2015	2020	2025	2030
Current Supplies					
Colorado River Aqueduct	711,000	678,000	677,000	677,000	677,000
California Aqueduct	1,772,000	1,772,000	1,772,000	1,772,000	1,772,000
In-Basin Storage	0	0	0	0	0
Supplies Under Development					
Colorado River Aqueduct	0				
California Aqueduct	185,000	185,000	240,000	240,000	240,000
In-Basin Storage	0	0	0	0	0
Transfers to Other Agencies	0	-35,000	-35,000	-35,000	-35,000
Potential Reserve & Replenishment Supplies	632,000	653,000	671,000	544,000	408,000
Total MWD Supply Capability (not including Potential Reserve & Replenishment)	**2,600,000**	**2,654,000**	**2,654,000**	**2,654,000**	**2,654,000**
Total Demand on MWD	**2,036,000**	**1,947,000**	**1,983,000**	**2,110,000**	**2,246,000**

Source: WSA - The Villages of Lakeview, 2006, Pg. 9

Table 5.15-C
EMWD Projected Domestic Water Supply by Source (AFY)
Potable and Non-Potable

Water Supply Sources	2010	2015	2020	2025	2030
EMWD Groundwater Production in the San Jacinto Basin					
West San Jacinto Area	6,000	6,000	6,000	6,000	6,000
Hemet/San Jacinto Basin Area-Native Groundwater	7,200	7,200	7,200	7,200	7,200
Hemet/San Jacinto Recovery of Recharged Groundwater	5,600	6,600	6,400	6,200	6,200
EMWD Groundwater Desalination Program in the San Jacinto Basin					
Menifee	3,000	3,000	3,000	3,000	3,000
Perris	4,500	4,500	4,500	4,500	4,500
Perris II	0	4,500	4,500	4,500	4,500
EMWD Micro-filtration Plants (MWD Full Service Untreated EM-4 &14)					
Perris FP	10,900	16,000	16,000	16,000	16,000
Hemet FP	5,400	8,000	8,000	8,000	8,000
MWD Full Service Treated Water Deliveries (EM 12 & 17)					
Mills	58,600	62,200	76,700	86,800	94,800
Skinner	14,000	16,000	18,000	20,000	22,000
SUBTOTAL	**115,200**	**134,000**	**150,300**	**162,200**	**172,200**
Groundwater Recharge (MWD Untreated)					
Recharge Water into the Hemet/San Jacinto Basin	20,000	22,200	22,600	22,600	22,500
MWD Untreated Agricultural Water Deliveries					
MWD Untreated AG	1,200	2,100	2,600	3,100	3,500
Recycled Water					
Recycled Water	32,400	36,700	40,300	44,000	47,000
SUBTOTAL	**53,600**	**61,000**	**65,500**	**69,700**	**73,000**
TOTAL (Average Year)	**168,800**	**195,000**	**215,800**	**213,900**	**245,200**
TOTAL (Single Dry Year)	**171,900**	**198,400**	**219,400**	**235,800**	**249,200**
TOTAL (Multi-Dry Year)	**171,900**	**198,400**	**219,400**	**235,800**	**249,200**

Source: Eastern Municipal Water District Urban Water Management Plan 2005, pg. 30–32

Table 5.15-D
EMWD Projected Water Demand (AFY)
Potable & Non-Potable

Water Use Sectors	2005	2010	2015	2020	2025	2030
Residential	72,407	82,178	96,233	108,593	117,473	124,695
Commercial	4,372	4,957	5,792	6,512	7,017	7,423
Industrial	627	710	830	933	1,006	1,064
Institutional & Government	3,258	3,695	4,317	4,853	5,230	5,533
Landscape	8,220	9,321	10,891	12,244	13,194	13,957
Agriculture	3,152	2,776	2,403	2,048	2,048	2,048
SUBTOTAL	**92,036**	**103,637**	**120,466**	**135,183**	**145,968**	**154,720**
Sales to Other Agencies						
Treated	4,578	3,643	4,179	4,502	4,672	4,752
Untreated	2,545	1,200	2,100	2,600	3,100	3,384
SUBTOTAL	**7,123**	**4,843**	**6,279**	**7,102**	**7,772**	**8,136**
Other Water Uses						
Recycled/Recharged Uses	33,000	52,400	58,900	62,900	66,600	69,500
System Losses	6,930	7,900	9,400	10,600	11,600	12,700
SUBTOTAL	**39,930**	**60,300**	**68,300**	**73,500**	**78,200**	**82,200**
TOTAL	**139,089**	**168,780**	**195,045**	**215,785**	**231,940**	**245,056**

Source: Eastern Municipal Water District Urban Water Management Plan 2005, pg. 45–46

The water supply assessment (WSA) prepared for THE VILLAGES OF LAKEVIEW was based on projected acres and dwelling unit configurations for the project at the time of the Notice of Preparation (NOP) was prepared. Below, **Table 5.15-E, WSA – THE VILLAGES OF LAKEVIEW Demand,** shows factors utilized in the project WSA to calculate total water demand for the project of 6,584 AFY. The project WSA further indicated that 720 AFY of this demand could possibly be offset by using recycled water to irrigate approximately 160 acres of project-landscaped areas.

Table 5.15-E
WSA – THE VILLAGES OF LAKEVIEW Demand

Water Demand Residential	Acres	Dwelling Units (DU'S)*	Calculated Dwelling Units/Acre (Du/Ac)	Individuals/DU (Cap/DU)	Gallons Per Day/Individual (GPD/Cap)	Gallons Per Day (GPD)	Acre-Feet/Year (AFY)
Medium Density (4-8)	500	2,800	6	3.5	180	1,764,000	1,976
High Density(9-20)	450	5,300	12	2.5	120	1,590,000	1,781
Very High Density(20-35)	15	300	20	2.5	120	90,000	101
Mixed-Use Res.	200	2,950	15	2.5	120	885,000	991
Sub Total	**1,165**	**11,350**				**4,329,000**	**4,849**
Water Demand Non-Residential	**Acres**			**Gallons Per Day/Acre (GPD/Ac)**	**Acre-feet/Ac/Year (AF/Ac/Yr)**	**Gallons Per Day (GPD)**	**Acre-Feet/Year (AFY)**
Mixed-Use Commercial	25			2,000	2.24	50,000	56
Public Facility	42			3,000	3.36	126,001	141
Public Facility/Open Space	97			3,000	3.36	291,001	326
Open Space & Non-Irrigated	1000			0	0	0	0
Schools	36			3,000	3.36	108,000	121
Parks	200			4,017.07	4.50	803,417	900
ROW/Other	214			793	.89	169,610	190
Sub Total	**1,614**					**1,548,030**	**1,734**
TOTAL	**2,779**					**5,877,030**	**6,584**

Source: WSA – The Villages of Lakeview, Table 10, pg. 24
* Per The Villages of Lakeview Initial Study dated 7/18/06
** Per EMWD Water System Planning & Design Criteria (10/06)

Subsequent to the completion of the project WSA and its adoption by EMWD, the land use plan for THE VILLAGES OF LAKEVIEW has been refined. Those changes are reflected below in **Table 5.15-F, THE VILLAGES OF LAKEVIEW Projected Total Water Demand Updated Per Specific Plan No. 342**. Based on these changes, which include reductions in non-residential irrigated acreage and changes in residential density, total project water demand has been reduced from 6,584 AFY to 6,320 AFY. In particular, a comparison of **Table 5.15-E** with **Table 5.15-F** illustrates that changes in residential density have reduced the project's total residential water demand from 4,849 AFY to 4,745 AFY. Water demand for non-residential uses has been refined such that some uses increased demand (e.g., adding another school) while demand for other non-residential uses decreased (e.g., irrigated acreage for public facility/open space, parks and ROW/other have been reduced from a total of 511 acres to 443 acres) for an overall non-residential demand reduction from 1,734 AFY to 1,575 AFY. (See **Table 5.15-F, THE VILLAGES OF LAKEVIEW Projected Total Water Demand Updated Per Specific Plan No. 342**.)

Table 5.15-F
THE VILLAGES OF LAKEVIEW
Projected Total Water Demand Updated Per Specific Plan No. 342

Water Demand Residential	Acres[2]	Dwelling Units (DU'S)**	Calculated Dwelling Units/Acre (Du/Ac)	Individuals/DU (Cap/DU)[1]	Gallons Per Day/Individual (GPD/Cap)*	Gallons Per Day (GPD)	Acre-Feet/Year (AFY)
Medium-High Density (5–8)	478[3]	2,520	5	3.5	180	1,587,600	1,778
High Density (8–14)	347[3]	3,310	10	2.5	120	993,000	1,113
Very High Density (14–20)	183	2,420	13	2.5	120	726,000	814
Mixed-Use Res.	226[3]	3,100	14	2.5	120	930,000	1,040
Sub Total	**1,234**	**11,350**				**4,236,600**	**4,745**
Water Demand Non-Residential	**Acres**			**Gallons Per Day/Acre (GPD/Ac)**	**Acre-Feet/Ac/Year (AF/Ac/Yr)**	**Gallons Per Day (GPD)**	**Acre-Feet/Year (AFY)**
Mixed-Use Commercial	50			2,000	2.24	100,000	112
Public Facility (tank site and MWD Basin)	46[4]			3,000	3.36	138,000	155
Public Facility/Open Space (MWD aqueduct)	95			3000	3.36	285,000	319
Schools	48[3]			3,000	3.36	144,000	161
Parks	155			4,017.07	4.50	622,646	697
Open Space-Non Irrigated	1,011			0	0	0	0
ROW/Other	147			793	.89	116,571	131
Sub Total	**1,552**					**1,409,217**	**1,575**
TOTAL	**2,786[5]**					**5,645,817**	**6,320**

[1] WSA – The Villages of Lakeview, Table 10
[2] Based on The Villages of Lakeview Specific Plan
[3] Assuming 12 acres/school, with a total of 4 schools (worse case)
[4] Irrigated portion of water tank site is 5 acres
[5] Adjustments due to updated boundary survey

As mentioned previously in this 5.15 Utilities section, EMWD's water supplies are also discussed in EMWD's Lakeview/Nuevo Area Wide Master Plan for Water, Sewer, and Recycled Water (Master Plan). The Master Plan indicates that water demand for the project will total 5,899

AFY. This number is lower than the calculations shown in the preceding tables because the primary purpose of the Master Plan is sizing of infrastructure facilities so an "equivalent dwelling unit," or EDU is established for this engineering purpose. Although the lower demand figure of 5,899 AFY may be more realistic, the higher demand figure of 6,320 AFY is utilized for purposes of this DEIR, to ensure a more conservative analysis.

While the discussion above and analyses prepared by MWD and EMWD (incorporated herein) demonstrate that EMWD's total projected water supplies are sufficient in all water years over the next 20-year period to serve the project in addition to existing and planned future uses, it must be noted that several factors affect the availability and reliability of EMWD's imported water supplies. Such factors include potential reductions in Delta exports and Colorado River supplies, potential regulatory and emergency constraints on the use of water conveyance facilities, water quality issues, and short and long term climatic changes. These factors and their potential impact on water supplies have been independently analyzed in careful detail and are discussed below. For instance, the likelihood of imported SWP supplies being available to MWD over the short, intermediate, and long-term periods during normal, single-dry and multiple-dry year hydrologic cycles has been extensively analyzed and addressed by the California Department of Water Resources (DWR) in its 2003 and 2005 Final SWP Delivery Reliability Reports.

Recently, DWR issued its 2007 Final SWP Delivery Reliability Report (DWR Reliability Report; published August 2008). (The DWR Reliability Report is incorporated herein by reference.) According to the DWR Reliability Report, the long-term average delivery of contractual amounts of SWP Table A supply is expected to range from 63 percent under current (2007) conditions to between 66 and 69 percent under future (2027) conditions. (DWR Reliability Report, pp. 44-45, 51-52, 55-56, 78) Within that long-term average, SWP Table A deliveries can range from 6 percent (single dry year) to 90 percent of contractual amounts under current (2007) conditions (DWR Reliability Report, p. 44.), and from 6 to 7 percent (single dry year) to 100 percent of contractual amounts under future (2027) conditions. (DWR reliability Report, pp. 51, 55 and 56) The analyses provided in the DWR Reliability Report are based upon 82 years of historical records for rainfall and runoff that have been adjusted to reflect the current and future levels of development in the sources areas by analyzing land use patterns and projecting future land and water uses. (DWR Reliability Report, p. 20) Of key importance, the studies in the DWR Reliability Report for current (2007) through future (2027) conditions assume and account for current facility and institutional limitations, including water quality issues, fishery protections, export curtailments and other requirements under State Board Water Rights Decision 1641, the Vernalis Adaptive Management Plan (VAMP) as described in the 2004 Operations Criteria and Plan (OCAP), and the recent court-ordered in-Delta flow targets in Old and Middle Rivers to protect delta smelt (see discussion below regarding litigation in *Natural Resources Defense Council v. Kempthorne*), as well as potential effects of Delta levee failures and other seismic or flood events. (See DWR Reliability Report, pp. 8, 16, 18-21, 27, 30, 32, 35, 37-39, Appendices A and B.) In addition, DWR's long-term SWP delivery reliability analyses incorporate assumptions to account for potential supply shortfalls related to global climate change factors. (Ibid.) In fact, the DWR Reliability Report accounts for potential affects of future climate change on SWP deliveries through the year 2050 by examining four climate change scenarios: weak temperature warming and weak precipitation increase in California under model PCM; modest warming and modest drying under model PCM; modest warming and

modest drying under model GFDL v. 2.0; and weak temperature warming and weak precipitation increase in California under model GFDL v. 2.0. (See DWR Reliability Report, pp. 1, 17, 27, 37-39, 43, Appendices A and B.) Thus, the effects of these institutional, administrative, and court-ordered reductions in SWP exports, as well as the potential effects of long-term global climate change, have been extensively analyzed and accounted for by DWR's 2007 Final SWP Delivery Reliability Report.

The 29 SWP Contractors and water agencies throughout California utilize the DWR Reliability Report in their water supply analyses, planning and reporting obligations. Indeed, as discussed below, MWD's Regional UWMP and EMWD's 2005 UWMP acknowledge that SWP entitlements differ from actual SWP deliveries made available to SWP Contractors. (MWD Regional UWMP, pp. III-41 to III-50; EMWD 2005 UWMP, pp. 32-35.) SWP Contractors, including MWD, generally anticipate that the variability of SWP supplies may increase in the future as the Contractors request their maximum Table A amounts and as system-wide issues such as Delta exports are resolved. At the same time, however, SWP Contractors such as MWD who utilize groundwater basins to recharge portions of their SWP deliveries, as well as other exchange and transfer arrangements, can plan to receive long-term average deliveries of 66 to 69 percent of their SWP Table A allotments. (2007 DWR Reliability Report, pp. 39-40.) As indicated above, MWD has incorporated DWR's SWP reliability studies and analyzed several other key factors in developing its conservative estimate of long-term SWP deliveries. (MWD Regional UWMP, pp. III-41 to III-50)

Moreover, MWD has developed an overall reliability analysis in its computer-based model referred to as the IRPSIM, which evaluates the reliability of its water supplies, including supplies available from the SWP, the Colorado River, water transfers and exchanges, and other sources. (EMWD 2005 UWMP, pp. 32-33; MWD Regional UWMP, pp. II-1 to II-15) The IRPSIM is based on 70 years of historical hydrology (from 1922 to 1991) to allow it to estimate water surplus and shortage over a 20-year period and beyond. (EMWD 2005 UWMP, p. 33) The model has allowed MWD to analyze the reliability of deliveries to its member agencies during worst-case single year and multiple year drought events. The results of MWD's modeling indicate that it can maintain reliable supplies under such drought conditions throughout the 2005 to 2030 time period. (MWD Regional UWMP, p. II-15; EMWD 2005 UWMP, pp. 30, 33; project WSA, pp. 7-9) Detailed analyses regarding MWD's supply projections are also set forth in Appendix A of MWD's Regional UWMP, which is incorporated herein by reference. As detailed in those analyses, MWD's overall supply and delivery reliability is based not just on Colorado River and SWP supplies, but also on conservation programs, groundwater storage programs, and water transfer and exchange programs. (Project WSA, pp. 7-9) In addition to these reliability measures, EMWD has prepared a Water Shortage Contingency Plan to address any water shortages within its service area, and has developed a Water Shortage Emergency Operations Plan (WSEOP) to address responses to catastrophic events affecting water supplies. (EMWD 2005 UWMP, Section 11, Appendix D)

An important factor affecting SWP supplies is current litigation concerning operations of the SWP. In February 2005, the United States Fish and Wildlife Service (FWS) issued a "no jeopardy" determination and biological opinion (B.O.) analyzing impacts to the threatened delta smelt in connection with in-Delta operations of the federal Central Valley Project (CVP) and the

California SWP through the year 2030. The project/action evaluated in the B.O., formally known as the "Operations Criteria and Plan" or OCAP, included not only the projects' existing Delta pumping operations, but also proposals to increase SWP pumping by 20 percent some time during the next 30-year period and to undertake other operational changes. In February 2005, the Natural Resources Defense Council and several other groups (collectively, NRDC) filed suit in federal court against FWS and the Secretary of the Interior challenging the validity of the OCAP B.O. (*Natural Resources Defense Council v. Kempthorne, et al.*, USDC Case No. 05-CV-1207-OWW.) The California Department of Water Resources (DWR), as well as groups representing the public agencies that hold contracts to receive water from the CVP and SWP, intervened in the action. In May 2007, Federal District Court Judge Oliver Wanger determined that the B.O. violated the requirements of the federal Endangered Species Act (ESA). At about the same time, FWS and the Bureau of Reclamation, the operator of the CVP, decided to reinitiate ESA Section 7 consultation regarding how the projects affect the delta smelt. While the two agencies were preparing the necessary documentation to produce a new B.O., NRDC asked the Court to impose an "interim remedy" which would be effective until the new B.O. was completed.

Judge Wanger conducted a trial between August 21 and August 31, 2007 to receive evidence for determining an interim remedy. Prior to the hearing, each of the parties submitted proposals on how to best operate the CVP/SWP to protect the smelt in the interim period. Under each of the proposals, if the 2007-2008 water year was above normal, impacts to the yield of the projects were expected to be minimal. However, impacts were expected to be more substantial if 2007-2008 was a dry or average water year. FWS submitted an "Action Matrix" that called for a series of actions to reduce project pumping operations between December 25, 2007 and late June 2008, with the precise amount of pumping reduction (or curtailment) largely depending upon whether smelt were located in the zone of influence of the pumps at particular times. Based upon modeling conducted by DWR before the trial, the predicted impacts on the combined yield of the two projects of this proposal were 6 to 25 percent (representing a 183,000 to 814,000 acre-foot reduction in Delta exports) if 2007–2008 was a dry year, and 14 to 37 percent if it was an average year (820,000 to 2,170,000 acre-foot reduction). DWR supported the FWS Action Matrix with several modifications which reduced the impacts to project yield to an estimated 3 to 13 percent in a dry year, and 8 to 24 percent in an average year. NRDC asked the Court to impose interim restrictions which would have resulted in losses ranging from 35 to 60 percent of total project yield (or 1,117,000 to 3,567,000 acre-feet of water). After the 10-day hearing, the Court issued an oral ruling which, in terms of water supply impacts, effectively "split the difference" between the FWS Action Matrix and the DWR proposal.

On December 14, 2007, the Court issued its Final Interim Remedial Order (Findings of Fact and Conclusions of Law) (Final Order), which sets forth temporary restrictions on Delta exports from the SWP and CVP, which restrictions are based on flow rates in certain significant rivers near the export facilities and information concerning the distribution and spawning status of delta smelt (a copy of the Court's Final Order is incorporated herein by reference). Estimated potential water supply losses resulting from the Final Order were as follows: (1) Loss of 9 to 29 percent (or 512,000 to 1,741,000 acre-feet) if 2007-2008 was an average water year; and (2) Loss of 3 to 19 percent (or 80,000 to 627,000 acre-feet) if 2007-2008 was a dry water year. Notably, these figures represented total restrictions to the SWP and CVP combined. DWR indicated that SWP losses would be assumed to be half of any total delivery reduction. By adopting these interim

measures, Judge Wanger left in place the incidental take statement set forth in the 2005 B.O., pending release of the new B.O. This allowed the CVP and SWP to legally operate and take delta smelt pending issuance of a new B.O., which the Court ordered to be completed no later than December 15, 2008. For the 2007–2008 water year, actual reductions to SWP supplies as a result of the *Kempthorne* decision, were estimated to be approximately 500,000 acre-feet.

On December 15, 2008, the FWS issued a new B.O. regarding the effects of CVP and SWP operations on delta smelt. According to draft information published by DWR, which operates the SWP, the new B.O. will continue the type of reductions in SWP and CVP exports from the Delta that were in effect since December 2007 under the federal court order in *Kempthorne*, above. DWR has estimated that, under average water year conditions, the "most likely" result of the new B.O. is a one percent increase in the amount of available SWP supplies in comparison to the *Kempthorne* restrictions, although a worst-case scenario could result in a 13 percent decrease in available supplies. Under dry water year conditions, DWR states the "most likely" result of the new B.O. is the exact same type of potential restrictions as set forth in *Kempthorne*, although restrictions could possible increase by 21 percent under a worst-case scenario. (See www.water.ca.gov/news/newsreleases/2008/121508swpimpacts.pdf.) As with the *Kempthorne* order, potential water supply restrictions under the new B.O. are dependent on various factors that cannot be predicted with a high degree of certainty, including hydrologic conditions, migratory, and reproductive patterns of delta smelt, and other factors affecting delta smelt abundance in the Delta. Potential litigation that could be filed by environmental groups or water supply agencies concerning the validity of the new B.O. gives rise to the additional possibility that SWP delivery reductions as set forth by the final order in *Kempthorne* could be in place pending final legal resolution of the new B.O. In light of these various factors, the degree to which SWP deliveries may be reduced under the new B.O. for delta smelt remains speculative at this time.

As indicated above, potential future reductions in SWP deliveries to MWD based on the new B.O. (or the *Kempthorne* ruling) will depend on precipitation and other weather conditions affecting Delta water supplies, distribution, and behavior patters of the delta smelt, flow conditions in the Delta, and how water supply reductions are divided between the SWP and CVP. MWD is engaged in an aggressive planning process to address this decision and ensure that its overall water supply portfolio is capable of providing reliable long-term service to its member agencies. Currently, MWD continues to rely upon the plans and policies outlined in its Regional UWMP and IRP to address water supply scenarios and meet existing and projected water demands within its service territory. In addition, and as further discussed below, MWD has a Water Surplus and Drought Management Plan to guide its operations of water management programs. Actions outlined in that Plan include, without limitation, voluntary water use efficiency measures, increased recycled water usage, and curtailment of groundwater replenishment and agricultural water deliveries where appropriate. (See also Appendix A to MWD's Preliminary Official Statement dated July 2, 2008, as describing MWD's Water Revenue Refunding Bonds, 2008 Series C, pp. A-9, A-69 to A-73.) Furthermore, MWD is maximizing supplies from existing agreements and pursuing water transfers as needed. As pointed out in the project WSA and in MWD's Regional UWMP, MWD has projected a potential reserve and replenishment supply ranging from 632,000 acre-feet in 2010 to 408,000 acre-feet in 2030. (Project WSA, p. 9) Thus, even assuming an extreme worse-case scenario that

MWD's SWP allotment would be permanently reduced by the maximum possible restrictions set forth by the new B.O. (which is the type of conservative assumption used in the DWR Reliability Report, above, in its assumption that maximum *Kempthorne* restrictions would be permanently enforced), MWD's Regional UWMP illustrates that MWD would still be able to meet the projected water demands of its member agencies throughout that time period under such extreme circumstances. (Project WSA, p. 9; MWD Regional UWMP, p. II-14)

SWP and CVP operations have also been challenged in a separate litigation matter. *Pacific Coast Federation of Fishermen's Association / Institute for Fisheries Resources, et al. v. Gutierrez, et al*., (USDC Case No. 1:06-CV-00245-OWW*).* In October 2004, the National Marine Fisheries Service (NMFS) issued a "no jeopardy" determination and biological opinion (B.O.) analyzing impacts to threatened winter and spring-run salmon and steelhead trout in connection with SWP and CVP operations in the Delta through the year 2030. As with the *Kempthorne* case above, the project/action evaluated in the NMFS B.O. included current and future Delta pumping operations under the Operations and Criteria Plan (OCAP). In August 2005, several environmental plaintiff groups filed suit in federal court against NMFS and the Secretary of Commerce challenging the validity of the B.O. Several public agencies that hold contracts to receive water from the CVP and SWP intervened in the action. The plaintiffs later filed an amended complaint and thereafter the case was stayed for a period of time while the parties attempted to negotiate a settlement of the issues. The stay was later lifted and, in May 2007, the plaintiffs filed a motion for summary judgment to invalidate the B.O. without a trial. Similar to the situation discussed above in the *Kempthorne* case, NMFS and the Bureau of Reclamation decided, notwithstanding the outcome of the litigation, to reinitiate ESA Section 7 consultation regarding how the projects affect the protected anadromous species. Thus, the two agencies are now preparing the necessary documentation to produce a new B.O. However, that new document is not expected until spring 2009 or later. A hearing on the summary judgment motions in the *Gutierrez* case was held on October 3, 2007 and on April 16, 2008; the Court issued its decision invalidating the NMFS B.O. for failing to comply with the federal ESA. As with *Kempthorne*, the Court did not vacate the B.O., meaning that CVP and SWP operations are authorized to continue pending the preparation of a new B.O. and any interim requirements the Court may impose. Proceedings were scheduled thereafter to determine whether interim restrictions such as those ordered in the *Kempthorne* case would be required pending the new B.O. On July 18, 2008, Judge Wanger issued Findings of Fact and Conclusions of Law which determined, among other things, that additional water supply restrictions beyond those required in *Kempthorne* (and now the new B.O.) are not required at this time. The Court again reached the same conclusion in a more recent order dated October 21, 2008.

A third litigation matter concerning SWP operations is *Watershed Enforcers v. California Dept. of Water Resources, et al.* (Alameda County Superior Court Case No. RG06292124). In that case, a plaintiffs group filed suit against DWR alleging the SWP is being operated without "take authorization" under the California Endangered Species Act. The case was heard on November 17, 2006 and, on April 18, 2007, the Alameda County Superior Court issued a judgment granting a peremptory writ of mandate ordering DWR to cease and desist further operations of the Harvey O. Banks pumping plant facilities of the SWP unless DWR obtained proper authorization from the California Department of Fish and Game for the take of threatened and endangered salmon species and delta smelt. The trial court decision was appealed by DWR and several water agency

parties and the case was stayed pending the appeal. Due to the stay, the judgment is not in effect and DWR is not required to cease its operations of the Banks pumping plant facilities. Moreover, the parties have stipulated to extend the time for the appeal and, therefore, a final decision is not expected in the near future. For these reasons, and because the effects of SWP operations on protected fish species in the Delta are already being addressed in the *Kempthorne* and *Gutierrez* cases discussed above, the *Watershed Enforcers* case is not currently anticipated to result in additional reductions to SWP supplies.

A more recent factor having the potential to affect SWP supplies is a decision by the California Department of Fish and Game (DFG) and the Fish and Game Commission (Commission) to list the longfin smelt as a "candidate" species under the California Endangered Species Act (CESA). The longfin smelt is a small pelagic fish species that is related to the threatened delta smelt and whose habitat also includes the Sacramento-San Joaquin Delta. Under CESA, once a species is granted candidate status, it is entitled to protections until the Commission determines whether to list the species as threatened or endangered. In February 2008, the Commission approved a petition to list the longfin smelt as a candidate species and, at the same time, adopted an emergency regulation that authorizes the take of longfin while establishing certain restrictions on CVP and SWP exports from the Delta in an effort to protect the species. The regulation is in effect until February 2009, at which time the Commission must decide whether to list the longfin as a threatened or endangered species under CESA. Initially, the Commission's take regulation utilized Delta export restrictions established in the *Kempthorne* decision (discussed above) as the protective measure for longfin smelt. In November 2008, however, the Commission revised its regulation in a manner that threatens to impose water delivery restrictions beyond those set forth in *Kempthorne* or the new delta smelt B.O. issued by FWS (also discussed above). According to DWR, the Commission's revised take regulation, in effect between November 2008 and February 2009, has the potential to reduce SWP supplies in the January-February 2009 period by up to approximately 300,000 acre-feet under a worst-case scenario. Under other scenarios, however, the SWP delivery reductions would be no greater than potential reductions imposed under FWS' new B.O. to protect delta smelt. While actual potential reductions in SWP supplies resulting from the longfin smelt regulation are not possible to predict at this time, two points are noteworthy. First, conditions that would invoke operational restrictions on the CVP and SWP under the regulation had not been triggered as of early January 2008. Second, several public water supply agencies filed a legal challenge against the Commission's regulation in December 2008, alleging the regulation violates certain provisions of CESA. Thus, the Commission and DFG's ability to enforce the regulation has been called into question. In light of the foregoing factors, potential reductions in SWP supplies resulting from the longfin smelt regulation are too speculative to warrant further meaningful discussion.

Beyond the many efforts being undertaken by MWD, EMWD and other local agencies in response to these recent matters, several other proceedings are ongoing to develop and evaluate options to address impacts to fish species and other environmental concerns in the Delta. In addition to the Section 7 re-consultation processes and interim remedy measures stemming from the *Kempthorne* and *Gutierrez* cases above, the Bay Delta Conservation Plan and Delta Vision processes are defining long-term solutions for the Delta. MWD is actively engaged in these processes and has adopted a framework and directions for key elements of a Delta Action Plan to address water supply risks in the Delta over the short and long term. The near and intermediate-

term actions outlined in the Delta Action Plan are intended to reduce fishery and earthquake related risks, and include elements such as aggressive real-time monitoring of fishery resources, ecosystem restoration, physical modifications to Delta channels, local water supply projects, and emergency preparedness and response plans. The Bay-Delta Conservation Plan process involves several state and federal resource agencies, along with various environmental and water user entities, who are currently engaged in developing a plan to address ecosystem needs and secure long-term operating permits for the SWP. The process is scheduled for completion during the third quarter of 2009, with acquisition of appropriate permits and completion of necessary environmental review. The Delta Vision process established by Governor Schwarzenegger is also aimed at identifying long-term solutions for the Delta. On December 17, 2007, the Delta Vision Blue Ribbon Task Force released its Final Report entitled Our Vision for the California Delta, containing findings and recommendations for sustaining the Delta as a healthy ecosystem and critical water supply resource for California's future population and growing economy. The findings include the need for a comprehensive fix to stabilize the ecosystem of the estuary and to provide for a reliable long-term water supply including a dual-conveyance system in the Delta and enhanced water use efficiency and conservation. The findings also include several short-term actions to be taken by the State. Similar analyses are contained in a recent July 2008 report issued by the Public Policy Institute of California entitled, *Comparing Futures for the Sacramento-San Joaquin Delta.*

The allocation of Colorado River supplies is also the subject of litigation. In the *Coordinated QSA Cases* (Sacramento County Superior Court, Judicial Council Coordination Proceeding No. 4353), several cases are being litigated in regard to the historic, negotiated accord that determines how California's annual share of Colorado River water is allocated among certain water supply agencies, including the MWD. In 2003, those water supply agencies executed several agreements know as the Quantification Settlement Agreements (QSA). In general terms, the QSA involves significant long-term water use efficiency measures within the Imperial Irrigation District (IID), where then up to 200,000 acre-feet per year of conserved Colorado River water is transferred from IID to the San Diego County Water Authority and 100,000 acre-feet per year is made available for acquisition by MWD and/or the Coachella Valley Water District. Several legal actions were filed after the QSA was adopted and those cases were coordinated and stayed for over two years beginning in 2004 while a procedural issue in two of the cases was determined by the California Court of Appeal. The cases became active again in late 2007 and are being litigated in the Sacramento County Superior Court. A principal contested issue in the *Coordinated QSA Cases* is whether the environmental review documents prepared for the QSA approvals comply with CEQA. Notably, the Colorado River water at issue in those cases represents only a small part of MWD's overall water supply portfolio. Moreover, since deliveries of Colorado River water are determined by the U.S. Department of the Interior, Bureau of Reclamation, who is not a party to the *Coordinated QSA Cases*, it is not known whether the cases will affect the amount of Colorado River water delivered by the Bureau.

Further buttressing MWD's Colorado River supplies is a recent agreement entered into among the states of Wyoming, Utah, Colorado, Nevada, New Mexico, Arizona and California regarding how shortages in Colorado River water will be administered over the next 19 years. The agreement sets forth three major elements: (1) it establishes particular water level elevations at Lake Mead that trigger water cutbacks among the states, which will total less than 10 percent of

the Lower Basin's allocation, with Arizona's agriculture and Nevada bearing the brunt of any such cutback and California's allocation not being impacted; (2) Lake Powell and Lake Mead will be operated as one reservoir system, which is expected to facilitate control of water levels in Lake Mead, thereby helping control conditions that trigger a shortage; and (3) the states will be allowed to hold conserved water in Lake Mead from year to year, which changes the current use-or-lose allocation system and allows agencies to store conserved water for later use.

Despite the factors discussed above affecting statewide water supplies, MWD's diversified water supply portfolio and intensive planning efforts allow it to continue to rely on the plans and policies outlined in its IRP and Regional UWMP to address potential supply shortages or interruptions. An aggressive campaign for voluntary water conservation, water use efficiency measures, use of recycled water, curtailment of groundwater replenishment activities, and alternative agricultural water delivery options are among the numerous actions outlined in the Regional UWMP. MWD is maximizing supplies from existing agreements for water supply from its Palo Verde Crop Management and Water Supply Program and working with the State of Arizona in withdrawing water previously stored in their groundwater basins. In addition, MWD's IRP includes pursuing water transfers as needed, such as the purchase of 200,000 acre-feet of previously stored SWP supply in the San Bernardino groundwater basin. Beyond these measures, MWD's Water Surplus and Drought Management (WSDM) Plan guides MWD's supply actions under both wet and dry conditions for achieving overall water supply reliability to its member agencies, including EMWD. The WSDM Plan outlines various water supply conditions and corresponding actions MWD may undertake in response to serious water shortages. Under Condition 1, MWD issues a Water Supply Watch and encourages local agencies to implement voluntary dry-year conservation measures and utilize regional storage reserves. Under Condition 2, MWD issues a Water Supply Alert and calls for cities, counties, its member agencies and all other retail water providers to implement extraordinary conservation through drought ordinances and other measures to mitigate the use of storage reserves. Under Condition 3, MWD may implement its Water Supply Allocation Plan, which allocates available water supplies among member agencies based on factors such as impacts on retail customers, population, and growth of particular member agencies, the availability of recycled water and other local supplies, conservation efforts, participation in MWD's interruptible water supply programs, and investment in MWD's facilities. On June 4, 2008, Governor Arnold Schwarzenegger proclaimed a statewide drought due to record-low rainfall in spring 2008 and court-ordered restrictions on Delta exports as discussed above. (Executive Order S-06-08.) Soon thereafter, the Governor proclaimed a state of drought emergency to exist within the Counties of Sacramento, San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern. (Proclamation dated June 12, 2008.) In response, MWD determined it was not necessary to implement its Water Supply Allocation Plan but, rather, on June 10, 2008 declared a Condition 2 water scenario and issued a Water Supply Alert, calling on local agencies and residents to take immediate steps for conserving water. Pursuant to its Water Shortage Contingency Plan, EMWD has responded to the Water Supply Alert by requesting voluntary efforts to conserve water and avoid wasteful practices.

Global climate change is another factor that could have potential impacts to water supply availability and reliability for the project. Long-term climatic changes resulting from increases in air temperature, generally discussed in more detail in Section 5.3, Air Quality, may lead to

changes in the timing, amount and form of precipitation - rain or snow, changes in runoff timing and volume, effects of sea level rise on Delta water quality, and changes in the amount of irrigation water needed due to modified evapotranspiration rates. To address these concerns, Governor Arnold Schwarzenegger issued Executive Order S-3-05 on June 1, 2005 which established greenhouse gas emissions targets for California and requires biennial reports on potential climate change effects on several areas, including water resources. The Governor also established a Climate Action Team (CAT) to guide the reporting efforts. The CAT selected four climate change scenarios that reflect two greenhouse gas emissions scenarios represented by two Global Climate Models (GCMs). The CAT requested that those four climate change scenarios be used whenever possible in the climate change reporting efforts. (DWR 2006a)

The California Department of Water Resources (DWR) response to the Executive Order is its first report titled Progress in Incorporating Climate Change into Management of California's Water Resources. (DWR 2006a) This report describes progress made incorporating climate change into existing water resources planning and management tools and methodologies. The DWR and the U.S. Bureau of Reclamation (Reclamation) formed a joint Climate Change Work Team to provide qualitative and quantitative information to managers on potential effects and risks of climate change to California's water resources. The team's mission is to coordinate with other state and federal agencies on the incorporation of climate change science into California's water resources planning and management. The team will provide and regularly update information for decision makers on potential impacts and risks of climate change, flexibility of existing facilities to cope with climate change, and available mitigation measures. This report was the first product of the Work Team.

If greenhouse gas emissions continue to increase at their current level thereby increasing average temperatures, more precipitation will be in the form of rain rather than snow. The snow that does fall will melt earlier which will reduce the spring snowpack in the Sierra Nevada Mountains by as much as 70 to 90 percent by 2100. Southern California depends on winter precipitation from these mountains in the northern parts of the state to meet demands during spring and summer months. With an increase in temperature and a potential decrease in precipitation and spring snowpack, the project site could experience an increased risk of water shortages. (CEC 2006b) The DWR has similar predictions from in its computer-based water supply model referred to as the CalSim-II, which simulates the operation of the SWP-CVP. For the CalSim-II climate change simulations, the historic reservoir inflows from 1922-1994 were adjusted to reflect expected changes in timing and quantity of runoff by the year 2050. The results generally reflect higher flows in the winter and lower flows in the spring and early summer. (DWR 2006b)

Using current management practices and existing system facilities, shifts in precipitation and seasonal runoff will directly affect annual water deliveries and reservoir storage levels for the SWP and CVP to varying degrees under different scenarios. (DWR 2006b)

The project site is approximately 40 miles east of the Pacific Ocean and will not be directly affected by future sea level rise. However, future projected sea level rise would affect the Sacramento/San Joaquin River Delta (Delta) which exports the majority of the state's fresh water supply and is fed by the precipitation from the Sierra Nevada Mountains. Sea level rise would increase pressure on Delta levees that protect low-lying lands that are below sea level. A single-foot rise in sea level would increase the frequency of the current 100-year peak high tide in the

western Delta to about a 10-year event. Another effect of sea level rise is increased salinity intrusion from the ocean, which could degrade freshwater supplies pumped from the Delta unless more fresh water from upstream reservoirs is released to push back intruding sea water. (DWR 2005a)

Potential climate change impacts on evapotranspiration rates and their subsequent effects on water demands are being investigated by DWR. Evaporation (E) is the loss of water vapor from soil and water surfaces to the atmosphere. When the evaporation occurs from inside plant leaves and the vapor diffuses to the atmosphere, it is called transpiration (T). For crops, the sum of E and T is called evapotranspiration (ET) (DWR 2006b). In California, 80 percent of the developed water supply supports agriculture while 20 percent serves urban uses, excluding water used to meet instream flow requirements, Delta water quality, and other environmental uses. Most of the agricultural water contributes to crop ET (DWR 2006a). Climate change could potentially affect ET in several complex ways which makes it challenging to quantify overall changes in ET (DWR 2006b). Climate change could affect California agriculture and water resources, and wise planning will be required in the future to avoid serious problems. An increase annual agricultural water demand could affect the amount of water supplied to the project site, but conclusions are too speculative at this time.

Additionally, the California Water Plan Update 2009 (Water Plan) Draft Assumptions and Estimates Report was released in January 2008 (DWR 2009). This report provides background on the development of the 2009 Water Plan including the data sources that will be used and the improvements to the analytical tools. One of the activities in the new Water Plan will be to incorporate climate change into the Water Plan scenarios to evaluate impacts to California's water resource and water systems. It will also identify and recommend both statewide and regional adaptation strategies. Another activity will develop multiple future scenarios for the water conditions in California and will evaluate different combinations for the resource management strategies under the various water supply and demand assumptions plus climate change. Future scenarios will model all regions and include possible trends in precipitation and temperature and historical weather variability due to climate change and their affect on water urban and agricultural water demand, groundwater basin recharge, and local surface flows.

Another concern that MWD has addressed is the potential impacts to water supply in an event of a seismic activity, flooding, and other possible disruptions to water conveyance capabilities. MWD has developed the Emergency Storage Requirements. The criteria and requirements for this program are based on the potential of a major earthquake damaging the aqueducts that transport water to southern California. This assumes that damages to these infrastructures in such an event could render the aqueducts out of service for six months (Regional MWD UWMP, pg. II-19). MWD has actively pursued investments in improvements and emergency storages. Under the Emergency Storage Requirements plan, during a catastrophe, interruptible service deliveries would be suspended, and supplies to member agencies would be reduced 25% from normal-year demand levels. Water stored in surface reservoirs and groundwater basins under MWD's interruptible program would be made available for such situations (Regional MWD UWMP, pg. II-19). Diamond Valley Lake and SWP terminal reservoir storage, combined with member-agency emergency storage along with the 25% reduction are jointly capable of providing the region with a six-month supply of water and ensuring that Southern California has adequate

emergency storage. Another MWD effect is the CALFED Levees Program. This program coordinates Delta levee maintenance and improvement activities (Regional MWD UWMP, pg. III-48). The program reduces the threat of levee failure and seawater intrusion.

Pursuant to the foregoing analyses, the factors affecting the reliability of EMWD's imported water supplies do not affect the overall likelihood that EMWD will have sufficient imported supplies over the next 20-year period, including normal, single-dry, and multiple dry years, to serve THE VILLAGES OF LAKEVIEW, in addition to other existing and planned future uses of those supplies within EMWD in accordance with SB 610. Notwithstanding, in light of these factors affecting EMWD's imported water supplies, it must be noted again that EMWD utilizes several other significant sources of water supply in serving overall demand within its territory.

Groundwater Supplies

Although the proposed project is not expected to be served by groundwater, groundwater supplies are an important component of EMWD's water supply portfolio and the comprehensive groundwater management structure within EMWD adds to its overall long-term water supply reliability. (See project WSA discussion regarding groundwater supplies and management structure, pp. 13-21.) As indicated in EMWD's 2005 UWMP and in the project WSA, significant groundwater resources exist within and are managed by EMWD. EMWD's service area includes eight groundwater management zones located in the San Jacinto Watershed, referred to as the Canyon, San Jacinto Upper Pressure, San Jacinto Lower Pressure, Lakeview/Hemet North, Hemet South, Perris South, Perris North, and Menifee zones. (See **Figure 5.15-2, Groundwater Management Zones**.) A management plan has been developed for each zone which develops and implements comprehensive water resource management programs to protect, optimize, and enhance the use of available groundwater resources. EMWD has developed several programs to effectively utilize these local resources, thereby decreasing overall dependency on imported water. Such programs include the Hemet/San Jacinto Recharge and Recovery Program. (CEQA filed in Aug. 2004 & NEPA adopted in Apr. 2007)

And while groundwater is not proposed to be used to supply the project, it is noteworthy that the project applicant holds its own groundwater rights that could be utilized as an alternative water supply to serve a portion of the project's water demands to the extent any water supply uncertainty remains despite the discussion and analysis above demonstrating the availability and reliability of EMWD's water supplies to serve the project. A portion of the applicant's groundwater rights exist pursuant to the negotiated groundwater right framework established for the Hemet/San Jacinto groundwater basin area. That framework is comprised of several key components, one of which is the Soboba Settlement Agreement between the Soboba Band of Luiseno Indians, the United States, Eastern Municipal Water District, the Lake Hemet Municipal Water District, and the Metropolitan Water District of Southern California. The Soboba Settlement Agreement has been finalized, approved by Congress, and signed by the President of the United States. In addition, parties to the Settlement Agreement, along with several other municipal, public agency and private parties, have negotiated a Stipulated Judgment concerning individual and collective rights among the parties to surface water and groundwater rights within a designated hydrologic area commonly referred to as the "Management Area" (defined as including the Canyon Sub-basin, the San Jacinto Upper Pressure Sub-basin downstream to Bridge Street, and the Hemet Basin). The Stipulated Judgment is intended to be submitted to the

Riverside County Superior Court in connection with a Water Rights Complaint that has also been prepared. Beyond these instruments, the parties have negotiated and prepared a Water Management Plan to dovetail with and help implement terms of the Settlement Agreement and Stipulated Judgment. Various other agreements, approvals, projects, and arrangements have been styled among and between certain parties and participants to carry-out this framework and physical solution for the Management Area and address potential environmental impacts associated with groundwater production in the Management Area. Indeed the goal of the physical solution is to adjust groundwater production over time on a pro-rata basis to a level that is consistent with the Watermaster's determination of safe yield for the Management Area.

Under the Stipulated Judgment, private landowners such as the project applicant within the Management Area with overlying rights or other rights to pump groundwater have a choice in whether and how to participate as a party to the Judgment, which determines how their respective groundwater rights are established. First, a private pumper can elect not to participate in the Judgment. Such non-participants can continue to exercise whatever groundwater rights they may hold. However, parties to the Judgment reserve the right to challenge any new or expanded use of such rights, and non-participants do not have the option of later becoming a party to the Judgment. Second, a private pumper can stipulate to the Judgment as a "Class A Participant." Without being subject to paying groundwater replenishment assessments, a Class A Participant may pump from its property the amount of water that can be put to reasonable and beneficial use in the participant's historic place of use or as otherwise authorized under California law. Class A Participants must authorize the installation of water meters and the collection and reading of groundwater production levels and water quality data from their wells, at no cost to the Participant. The heirs, successors, and assigns of property and wells owned by a Class A Participant can succeed to the benefits and obligations under the Judgment by intervening as a party to the Judgment.

Third, a private pumper can stipulate to the Judgment as a "Class B Participant." The annual pumping right of a Class B Participant is established according to the participant's average annual groundwater production within the Management Area during the calendar years 1995 through 1999, less any amount of water that had been used on land that was developed for non-agricultural purposes after 1999. This annual production right is referred to as the participant's Base Production Right. Class B Participants must only pay groundwater replenishment assessments on annual production in excess of their respective Base Production Rights. Upon conversion of a Class B Participant's land from agricultural use to one that requires water service from a participating public agency, such as EMWD, the public agency must credit the participant's Base Production Right, subject to a specified percentage reduction, against any then-current Water Supply Assessment requirements or against any water supply fees the public agency may then have in effect. Prior to such a conversion, a Class B Participant's Base Production Right is not subject to pro-rata reduction by the Watermaster to achieve safe-yield in the Management Area. In addition, Class B Participants are eligible to enter into a contract with Watermaster or a public agency to sell the unused portion of its Base Production Right for a defined period of time, subject to specified criteria.

As illustrated in **Figure 5.15-2, Groundwater Management Zones**, a portion of the project site is located within the Management Area. Based on groundwater production upon this portion of the property during calendar years 1995 through 1999, EMWD has confirmed that the project

applicant is entitled to exercise Class B Participant groundwater rights of approximately 280 acre-feet per year.

Aside from its groundwater rights within the Management Area, the project applicant also holds overlying groundwater rights in connection with the vast majority of the project site that is located outside the Management Area. This portion of the project site overlies a groundwater basin that is not subject to the adjudication process described above. Groundwater wells exist on the property and were used in the past to pump groundwater for agricultural use on the property. As an overlying property owner, the project applicant has a priority right to the groundwater underlying this portion of the project site, along with other overlying property owners. This right authorizes the applicant to produce an amount of groundwater that can be put to reasonable and beneficial use upon the property, including the provision of domestic and related water supply to the homeowners of the proposed development, perhaps by the establishment of a mutual water company. Overlying rights are exercised within the safe yield of the groundwater basin, meaning that the use of such water does not result in overproduction of the groundwater or harm to the basin or other water users therein. Again, the analyses above demonstrate the availability and reliability of EMWD's imported water supplies to serve the proposed project and therefore groundwater supplies are not expected to be used. However, to the extent any uncertainty exists with respect to the water supplies identified by EMWD to serve the proposed project, the project applicant holds significant groundwater rights that are available as an alternative water supply.

Recycled Water

EMWD operates and maintains four regional water reclamation facilities. These facilities treat water collected in EMWD's wastewater system for use as recycled water. As indicated above, EMWD currently has 91 recycled water customers and sells up to 26,000 AFY of recycled water. (EMWD 2005 UWMP, p. 70) Currently, the majority of the recycled water sold by EMWD is used for agricultural irrigation. In recent years, however, sales to municipal customers have steadily increased as residential and urban development replaces irrigated farmland. EMWD expects this trend to continue. (EMWD 2005 UWMP, pp. 69-73) There are three types of recycled water: municipal customers, agricultural/wildlife habitat customers, and customers using recycled for industrial purposes or aesthetic impoundments (e.g., fountains, lakes, etc.). Without recycled available, these customers would have to pay for imported potable water or pumped groundwater, which is not cost-effective.

The WSA states that, "EMWD policy recognizes recycled water as the preferred source of supply for all non-potable water demands, including irrigation of recreation areas, green-belts, open space common areas, commercial landscaping and supply for aesthetic impoundment or other water features." (Project WSA page 28) Consistent with assumptions and EMWD policy in the project WSA, the project proposes to utilize recycled water provided by EMWD. It was estimated in the WSA that the project's total projected water demand could be offset by at least 720 AFY through the use of recycled/non-potable water on approximately 160 acres. Since the total water demand presented herein does not include this use of recycled water for THE VILLAGES OF LAKEVIEW project, the projected demand used in this DEIR reflects a conservative estimate. A major 36-inch recycled water line exists within the Ramona Expressway right of way through the project site. (See **Figure 5.15-6, EMWD Recycled Water Master Plan**.) Construction of the on-site facilities needed to serve the project with recycled water are a part of

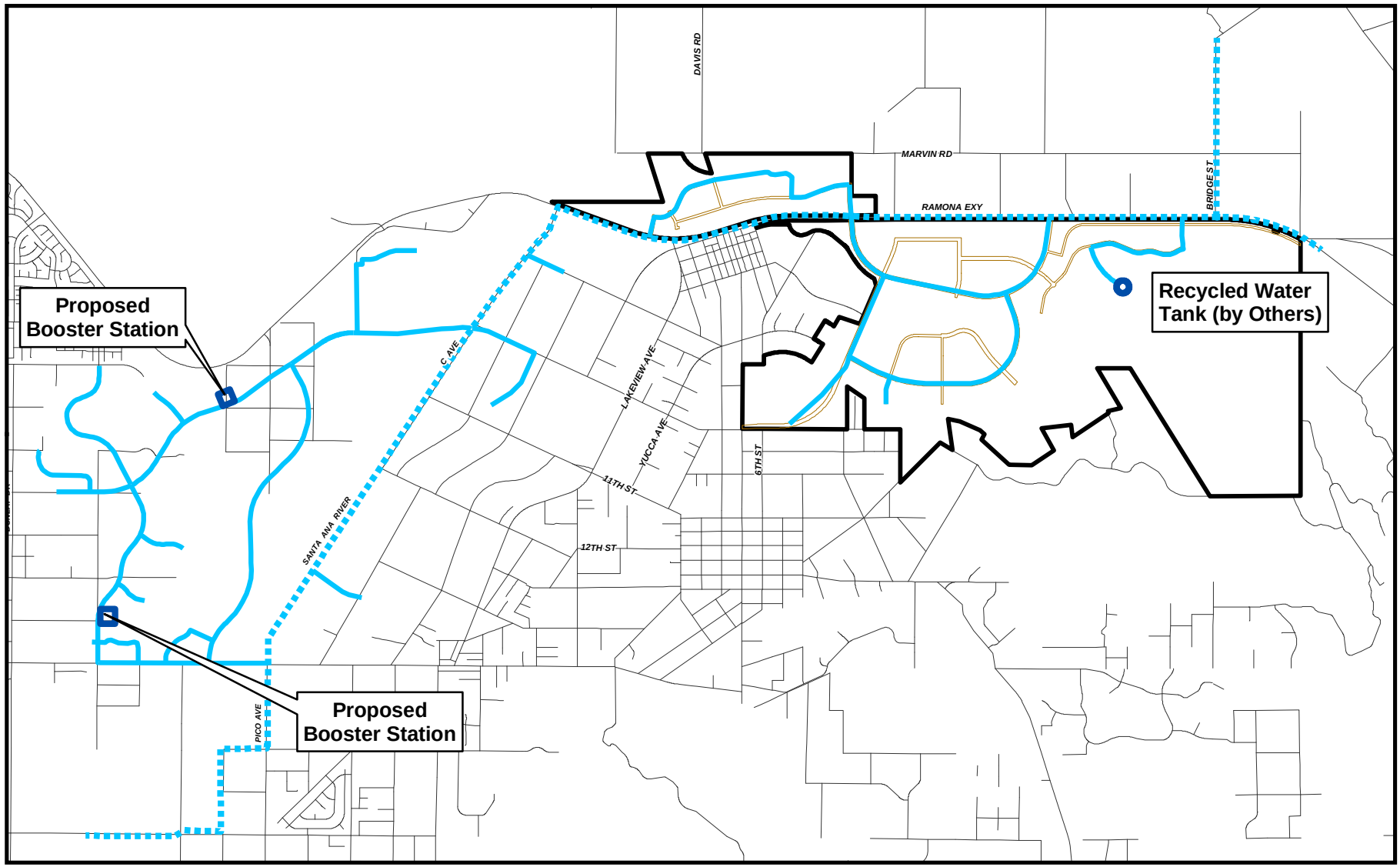
the project and will allow for the project to reduce its demand for potable water supply in the future as more and more recycled water becomes available. To stabilize pressure between zones, a new recycled water storage tank is proposed with the project area.

It is likely that more than 720 AFY of recycled water will be utilized within the project, as the estimate in the WSA included only parks or other public land, and County Ordinance No. 859 (Water Efficient Landscape Requirements) had not been enacted when the WSA was prepared. In addition, THE VILLAGES OF LAKEVIEW Specific Plan requires reductions of potable water use and requires use of non-potable water for irrigation through implementation of Development Standards. Section B.12. Green Design, Development Standards ~~5 and 6~~ 7 and 8 of the Specific Plan, requires that where professional management is available such as a homeowners association, recycled water shall be used in residential front-yards and backyards, i.e. ~~(~~also private common areas~~),~~ and in adjacent public street parkways, in addition to the use of recycled water on public facilities such as parks; and in areas where professional management ~~recycled water~~ is not available ~~used~~, the use of grass turf (a high water consumer) shall be limited. To provide recycled water, EMWD will require proof of permits through Regional Board and California Department of Public Health, as appropriate, from the entity responsible for the landscape maintenance and irrigation where the water is used (e.g., park district, transportation department, owners association).

Threshold B Conclusion

Based on the above analysis, the total projected water supplies available to EMWD over the 20-year period, including normal, single-dry, and multiple-dry years, is sufficient to meet the projected water demand of the project, in addition to existing and planned future uses, including agricultural and industrial uses, in accordance with the requirements of SB 610. Therefore, water supply impacts are **less than significant** both at the project-specific and cumulative levels.

Another aspect of water supply is the existing facilities which provide service to the area. Some of MWD's and EMWD's facilities are located within the project site. Access to these facilities and sites must be maintained, or water service could be disrupted. The Public Facilities land use category shown on **Figure 3-1** includes existing facilities and land held for facilities by both Metropolitan Water District (MWD) and Eastern Municipal Water District (EMWD). The existing MWD Basin which will continue to be owned and operated by MWD is located in PA 38. MWD aqueduct properties are shown as "Public Facilities/Open Space" but also would remain in MWD ownership. MWD's right to use this property for water conveyance purposes remains paramount, and any use of the property for parks, trails, road crossings or storm drains is subordinate to the water conveyance use. Existing Eastern Municipal Water District (EMWD) water infrastructure located within THE VILLAGES OF LAKEVIEW site will remain. Planning Area 85 is an EMWD reservoir site; PAs 86 and 44 are EMWD booster stations. Although not a part of the project site, APN No. 425-120-012 is an existing EMWD raw water pump station located adjacent to PA 77 and Ramona Expressway. If the project caused disruption to access to these locations for the water providers, water service could be affected. To avoid potential significant impacts caused by the project cutting off access or otherwise disrupting operations of on-site facilities by MWD and EMWD, **MM Util 1** shall be implemented. **MM Util 1** requires that access be maintained and approval of plans affecting these sites be reviewed by each water agency, respectively. Impacts are considered **less than significant with implementation of this mitigation measure**.



Sources: Riverside County GIS, 2007; SP No. 342.

ALBERT A. WEBB ASSOCIATES

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LEGEND

- Project Boundary
- Existing Recycled Water Line
- Proposed Recycled Water Line

Figure 5.15-6

EMWD Recycled Water Master Plan

The Villages of Lakeview EIR No. 471

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Sewer

Threshold C*: The proposed project would require or result in the construction of new wastewater treatment facilities, or expansion of existing facilities, the construction of which would cause significant effects.*

Development from the project will result in the increase in production of residential and non-residential wastewater over existing conditions. The project is located within the Lakeview/Nuevo area. This area of the EMWD has historically been a rural residential and agricultural area served by the Perris Valley Regional Water Reclamation Facility and private septic systems. Both wastewater collection and wastewater treatment facilities will be required to serve the area.

The project will be required to install an on-site gravity sewage collection system directing sewage to a proposed regional sewer lift station located on-site off Ramona Expressway at Reservoir Road (**Figure 5.15-7, Proposed Sewer Lift Station**). The on-site sewage collection system will include 8-inch through 33-inch diameter gravity mains to be constructed in planned public rights-of-way or joint easements parallel to proposed stormdrain facilities. Another on-site sewage lift station may be required to convey sewage from the eastern portion of the project site westerly to the on-site gravity main system. Since project related sewer facilities will be constructed entirely within the project site and construction impacts have been addressed throughout this DEIR, impacts due to the construction of on-site, project-specific facilities are considered to be **less than significant**.

The EMWD Master Plan plans for the major sewer collection and pumping facilities required to serve the entire Lakeview/Nuevo area, including the project site. Sewage from the project site will be pumped off site through an 18-inch diameter forcemain originating at the proposed regional sewer lift station, which will be located on the north side of Ramona Expressway, in the western extent of the project. EMWD may require two parallel forcemains each with a diameter of 12-inches, the hydraulic equivalent to one 18-inch forcemain. The forcemain or forcemains will be installed southerly along Lakeview Avenue and over the existing MWD facilities to a proposed 36-inch diameter gravity sewer main in Lakeview Avenue (see **Figure 5.15-3, EMWD Master Plan of Sewer**). Sewage will then be conveyed by gravity further south through a series of proposed 36-inch diameter gravity sewer mains in Lakeview Avenue, 12th Avenue, Reservoir Avenue, and Nuevo Road to the existing 27-inch gravity main in Pico Avenue. From here sewage will be conveyed by gravity to EMWD's Perris Valley Regional Water Reclamation Facility (PVRWRF), located west of I-215 freeway and south of Highway 74. A parallel gravity sewer to the line located in Pico Avenue will be needed over time as development occurs in the area.

Off site, the EMWD Master Plan identifies the need for new and additional sewer facilities to provide service to the area, which includes the project. The majority of these off-site facilities will be constructed within road rights of way or on existing EMWD easements, and would have minimal environmental impacts. The CEQA process for development of the EMWD Master Plan resulted in preparation of an EIR. Therefore, the project would not require construction of new sewer collection or pumping facilities that would cause significant environmental impacts beyond any already identified and addressed in the EMWD Master Plan EIR. Impacts resulting

from the construction of new sewer collection and pumping facilities are considered **less than significant** with implementation of proposed mitigation measure identified in the EMWD Master Plan EIR, County standards, and the project Design Considerations listed above.

Centrally located in the Eastern Municipal Water District service area, the PVRWRF may one day be the largest of EMWD's reclamation facilities according to EMWD website. The plant receives sewage from a 120-square mile area in which includes Perris, Sun City, Romoland, Homeland and a portion of Moreno Valley. The facility is sited on some 300 acres where it can be seen west of I-215 and south of Case Road. Recycled to high standards for beneficial reuse, the water is sold to farmers who irrigate about 900 acres. Some water also goes to duck clubs and to the San Jacinto Wildlife Area. The PVRWRF has a current capacity of 11 MGD as indicated on the EMWD website. This facility has the potential to expand to 100 MGD, but is planned to be expanded to 22 MGD capacity by 2010[1]. The potential impacts of PVRWRF expansion are addressed in the Addendum to the Initial Study/Mitigated Negative Declaration for the PVRWRF, adopted June 20, 2007. This, in addition to the discussion under the following threshold, results in potential significant environmental impacts of plant expansion being **less than significant**.

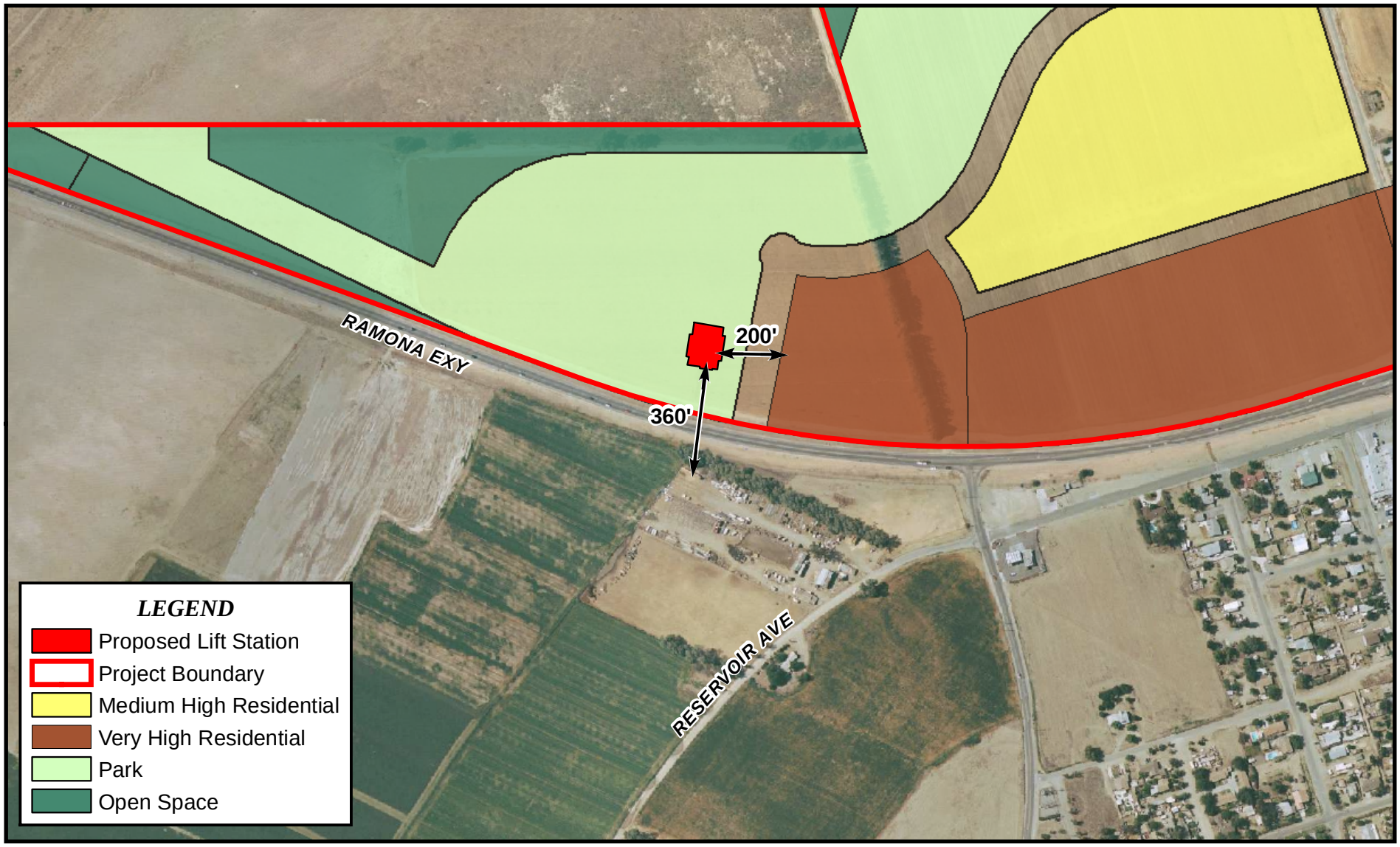
***Threshold D**: The proposed project would result in a determination by the wastewater treatment provider which serves the project that it has inadequate capacity to serve the project's projected demand in addition to the providers existing commitments.*

The project is anticipated to generate a projected average of 3.2 MGD (EMWD MP, Table 5). The PVRWRF currently receives daily flows of approximately 7.7 MGD[2]. Therefore, the project flows added to present use of the PVRWRF, including diversions from other EMWD facilities, would total 10.9 MGD which is barely below present capacity of 11 MGD. The 2010 expansion of the facility to 22 MGD will occur prior to the completion of Phase I of the project, therefore, adequate capacity will exist at the PVRWRF and project-specific impacts are considered **less than significant.**

Cumulatively, **Table 5.15-G, EMWD Average Wastewater Generation**, shows the project flows in conjunction with flows from surrounding projects that would also be directed to the PVRWRF. Cumulative flows will total 11.1 MGD (EMWD MP, Table 5) which would not exceed the 22 MGD plant capacity. This, coupled with the fact that expansion to 100 MGD is feasible at the plant site, results in cumulative impacts to wastewater treatment capacity **at less than significant** levels.

[1] PE.com, March 6, 2006.

[2] All flows from Sun City (2.4 MGD) are diverted to PVRWFD. In addition, partial flows of 0.4 MGD from Moreno Valley and 1.0 MGD from Hemet are also diverted to this facility. Therefore, actual PVRWFD service area flows received are approximately 3.9 MGD.



Sources: SP No. 342;
AirPhoto USA, Apr, 2007.

ALBERT A. WEBB ASSOCIATES

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Figure 5.15-7

Proposed Sewer Lift Station

The Villages of Lakeview EIR No. 471

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Table 5.15-G
EMWD Average Wastewater Generation

Development Projects	Number of EDU's[3]	Average Flow Rate (gal/day)
McCanna Hills	2,831	990,850
Stoneridge	2,041	740,998
Lakeview Estates	605	211,750
Riverpark	5,686	2,018,366
The Villages of Lakeview	12,200[4]	3,194,040
Other Projects[5]	11,140	3,899,150
Total	**34,503**	**11,055,154**

*Information provided in this table was derived from Table 5 of the EMWD Lakeview/Nuevo Area Wide Master Plan for Water, Sewer, and Recycled Water.

Stormwater Drainage

Threshold E: *A significant impact will occur if implementation of the project requires or results in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*

Development of the proposed project will result in an increase of impervious surfaces within the project area, which will generate increased stormwater flows, and have the potential to require additional/new downstream drainage facilities. However, as illustrated in **Figures 5.8-6 and 5.8-7, Master Plan of Drainage (On-Site) and (Off-Site),** respectively, the plan utilizes streets, underground storm drains, open channels, debris basins, and detention basin to collect the on-site and off-site storm water, and convey it through the project and into the San Jacinto River floodplain area. Closed conduits, man-made earthen channels, detention basins, debris basins and roadways will convey developed 100-year storm runoff through the project in accordance with RCFCWCD standards and requirements. The Backbone Drainage Plan facilities are designed to protect habitable dwelling units from flooding. THE VILLAGES OF LAKEVIEW project is proposing RCA conservation and passive park uses within the area inside the flood plain limits. The open space areas will serve the function of storm drain and parks facilities. The project proposes not to exceed historical peak flows leaving its northern boundary. In an effort to keep post-project peak runoff from increasing due to development, one large detention basin and nine debris basins are being proposed.

The detention basin is located in areas designated as Park. The debris basins are located outside of the Lakeview Mountains Conservation Area. The Central Park detention basin is approximately 6.7 acres of the 36.2-acre park and is proposed to be no more than 7 feet deep at its deepest point. Passive park uses will be allowed within the basin.

[3] Estimated Equivalent Dwelling Units for all land uses.
[4] Includes 11,350 dwelling units and 500,000 square feet of commercial uses to reach the 12,200 EDU.
[5] Other Projects included in the sewer study include: North East Farms, Nutrilite, Undeveloped Tributary lands, Nuevo Road Sewer Study, and the Re-development Area.

The WQMP basin is located near the San Jacinto River flood plain and serves as a regional Water Quality Control Basin with filtration designed to remove pollutants in the runoff water prior to discharge into the flood plain area of the River. See the Hydrology section of this DEIR for more discussion of water quality systems and potential impacts.

The project proposes to keep all habitable land uses outside of the 100-year San Jacinto River flood plain. RCA Conservation, recreation, storm drain and water quality facilities, and park uses are proposed within the 100-year floodplain and are subject to flooding. The Conservation areas will be kept in their existing state and park areas will serve the function of storm drain and park facilities. Grading in the San Jacinto River flood plain for proposed parks and on-site drainage facilities will increase the storage capacity in the flood plain, from an existing 625-acre-feet to 750-acre-feet.

On-site drainage systems shown on **Figures 5.8-6 and 5.8-7, Master Plan of Drainage (On-Site) and (Off-Site),** respectively**,** are contingent upon conceptual street alignments and conceptual grading plan within the various planning areas of the project. Precise facility alignments and sizes may change during final development. Additional facilities may be needed to address the drainage within each planning area which may consist of a combination of street flows, underground storm drains, as well as man-made earthen-swales.

The construction-related potential environmental impacts of installation of these facilities are accounted for in the analyses of impacts through out this DEIR, especially with respect to air quality and noise because although exact locations may not be precise, grading and construction activities have been accounted for across the entire site. The drainage system does not impact wildlife/habitat conservation areas either on site or off site. The debris basins and off-site collector system shown on **Figures 5.8-6 and 5.8-7**, are located outside the Lakeview Mountain conservation area and all park and drainage facilities are located outside of the floodplain conservation areas. Some off site wildlife habitat located north of the project site within the San Jacinto Wildlife Area is influenced by existing sheet flow runoff from the project site which helps maintain a wetland area. The project drainage system proposes to allow a similar quantity of project runoff to flow into this wetland area prior to its final outlet at the west end of the project site. Therefore, impacts to the surrounding environment from the construction of these stormdrain facilities are considered to be **less than significant**.

The stormdrain channel which crosses under Ramona Expressway west of Town Center Boulevard is a large facility which is planned to accommodate both stormwater flows and trails. Construction of this large facility could disrupt traffic on Ramona Expressway if not staged and constructed in such a way as to avoid traffic impacts. Since Ramona Expressway is the primary east/west roadway through the area, disruption of traffic would be considered a potentially significant impact without mitigation. **MM Util 2 and 2a** will mitigate this impact to **less than significant** levels through the type of construction methods used and through the use of temporary traffic control measures, if needed.

The proposed project will be built in phases. This could mean that at certain points during the development process, some drainage facilities needed downstream may be located within a later phase of development. Failure to build the necessary stormdrain system facilities because of project phasing could result in potential significant flooding or water quality impacts. To avoid potential significant environmental impacts associated with phased construction, **MM Util 3** shall be implemented to reduce impacts to **less than significant** levels.

Off-site flood control facilities include the Lakeveiw Dam located south of the project site, and a portion of the main channel that leads directly into the regional water quality basin (where it crosses the former Lakeview burn dump site). The Lakeview Dam was constructed with a reserve capacity that can accommodate additional inflows. According to the adopted MDP, MDP facilities are designed to intercept additional flows from the east area of the dam; a berm is utilized to redirect flows into the Lakeview Dam. The project proposes to build this new system to protect the project site. As these facilities match those facilities proposed in the MDP, CEQA clearances for the MDP have covered this off-site system. These off-site facilities were analyzed for their potential significant environmental effects in the CEQA document adopted for the MDP (Lakeview/Nuevo MDP, February 1981, revised June 1985). Therefore, all potential significant impacts associated with the construction of off-site drainage infrastructure are considered **less than significant**.

As stated in the Project Description on page 3.0-2, the County Solid Waste Management Department closed the Lakeview Burn Dump facility in 1976, and it has recently been cleared under CEQA for final remediation (Mitigated Negative Declaration Environmental Assessment No. 41223 adopted July 29, 2008). The portion of the main channel which crosses the former burn dumpsite will be built across a portion of the dumpsite needed for flood control and water quality purposes, after the dump remediation has been completed. Disturbance of the area will have already occurred during the remediation process, which requires removal of dirt; construction, hydrology, noise and all other potential impacts associated with the construction of this drainage facility have been considered for areas immediately adjacent within the project site, therefore, the construction of this off-site piece of the main channel are considered **less than significant**.

As stated in this EIR, Section 3.0, Project Description, the project is located along both sides of the Ramona Expressway which extends east/west through the project area. The expressway itself is not part of the project because it is anticipated that the County Transportation Department and/or Riverside County Transportation Commission will widen this facility through this area. Any drainage facilities required on the north side of Ramona Expressway need to be part of the roadway design and construction widening project. Regardless of who constructs Ramona Expressway to a standard wider than it currently exists, the storm water runoff generated by the project will need to be carried under the roadway, requiring new culverts and outfall structures on the north side of the new Ramona Expressway which mitigate runoff so that the existing drainage patterns are duplicated for properties located on the north side of the expressway. In the event that the Ramona Expressway is not constructed by others, but in fact is constructed by the project proponent, then the necessary drainage facilities on the north side of Ramona would fall upon the project proponent. **MM Util 3a** addresses this situation and reduces potential impacts to **less than significant**.

Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate the potential significant adverse impacts caused by construction of stormdrain facilities to reduce impacts to below the level of significance.

Water

MM Util 1: To mitigate potential significant impacts to disruption of water supply due to lack of access by Metropolitan Water District's (MWD) and/or Eastern Municipal Water District's (EMWD) to existing facilities and rights-of-way within and immediately adjacent to the boundaries of the project, EMWD and MWD shall be allowed to maintain facilities, rights-of-way and access to their existing facilities at all times in order to repair and maintain these facilities. To avoid potential conflicts, preliminary engineering design drawings or improvement plans for any project activity, including but not limited to recreational facilities and storm drain plans, in an area which would impact one or more of these facilities or rights-of-way shall be submitted to EMWD or MWD, as appropriate, for approval to proceed. All submittals shall clearly delineate the respective water facility and rights-of-way.

Stormdrain

MM Util 2: To mitigate for potential traffic impacts along Ramona Expressway boring and tunneling techniques shall be used, if feasible, to construct the main storm drain channel which crosses under Ramona Expressway and is located west of Town Center Boulevard. If this construction method is found to be infeasible, MM Util 2a shall be implemented.

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

MM Util 3: To avoid potential significant flooding or water quality impacts which would result if the necessary phased stormdrain system facilities were not in place, interim/temporary, and/or final/permanent facilities shall be constructed to alleviate flooding and water quality impacts associate with each proposed phase of development. At the time of tract map approval, the storm drain system requirements must be identified and submitted to RCFCWCD and the County Planning Department for approval.

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

Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

The proposed project will not result in any potential significant adverse impacts resulting from lack of: adequate water supply or water treatment facilities; availability of water distribution and storage infrastructure; sewer collection, pumping and treatment facilities; or construction of most on-site stormdrain infrastructure; and therefore, mitigation is not required. Implementation of **MM Util 1** will alleviate potential significant impacts which would result if EMWD and/or MWD could not access all their existing facilities or rights-of-way on-site. With the implementation of **MM Util 2 and 2a**, potential significant temporary traffic impacts resulting from the construction of the stormdrain channel under Ramona Expressway will be reduced to less than significant. Implementation of **MMs Util 3 and 3a** will reduce potential significant flooding or water quality impacts due to interim/phased construction of stormdrain facilities and project run-off after Ramona Expressway is widened to below a level of significance. All potential significant adverse environmental effects are reduced to below the level of significance due to project design, compliance with existing regulations and standards, and compliance with the mitigation measures above.

Summary of Cumulative Environmental Effects After Mitigation Measures Are Implemented

Overall, treated water sources within EMWD will total 150,300 acre feet per year (AFY) in 2020 (project build-out). Sources that will likely serve the project site are the Mills Plant, the Perris Plant, and the Hemet Plant; these will total 100,700 AFY in 2020. (See **Table 5.15-C, EMWD Projected Domestic Water Supply by Source (AFY) Potable and Non-potable.)** Project demand for potable water represents 4.2% (6,320 AFY/150,300 AFY) of total EMWD treated water capacity in 2020 and 6.3% (6,320 AFY/100,700 AFY) of the capacity of those facilities likely to provide treated water to the site. EMWD projects additional supply to meet overall demand in 2030 through expansion of the Mills plant by 18,100 AFY, as shown in **Table 5.15-C,** whereby the project represents and even smaller percentage of the total available supply. If no expansion of the plants occurred beyond what is projected to be in place when the project begins to build out (2010), 74,900 AFY would be available from those facilities. The project's potable demand would then represent 8.4% (6,320 AFY/74,900 AFY) of total water supply delivery capacity of EMWD. Thus, on a project-specific and cumulative basis, treatment facilities will not need to be built to accommodate the proposed project and impacts are considered **less than significant**.

EMWD will have sufficient supply for the project. Again, as explained above, variations in supply and demand during dry and multiple dry years are expected to be minimal due to the water supply planning and projects undertaken by MWD and EMWD. In addition, EMWD is required to prepare UMWP every five (5) years to ensure that adequate water supplies exist for future growth. County of Riverside General Plan policies LU 5.3 and 17.2 require that all projects are consistent with an UWMP and that adequate and available water resources exist for proposed land uses. Therefore, based on the above analysis, and the analyses set forth in EMWD's 2005 UWMP and the project WSA, the total projected water supplies available to EMWD over the 20-year period, including normal, single-dry, and multiple-dry years, is

sufficient to meet the projected water demand of the project, in addition to existing and planned future uses, including agricultural and industrial uses, in accordance with the requirements of SB 610. Accordingly, water supply impact are **less than significant** both at the project-specific and cumulative levels.

Cumulatively, the project wastewater flows in conjunction with flows from surrounding projects that would also be directed to the PVRWRF result in flows that total 10.7 MGD which would not exceed the 22 MGD plant capacity. This coupled with the fact that expansion to 100 MGD is feasible at the plant site; result in cumulative impacts to wastewater treatment capacity at **less than significant** levels.

5.15.2 Electricity and Natural Gas

Setting

Electricity

Southern California Edison Company (SCE) is the primary distribution provider for electricity in the project area. SCE provides service to customers within a 50,000 square mile area of central, coastal, and Southern California, including Riverside County. In 2005, SCE had 638,472 accounts in Riverside County with a total demand of 12,601 kWh (million).

SCE has major electricity transmission lines, which are a part of the Western United States electric transmission system. This system connects the County with power sources from Northern California, Arizona, and Southern California. There is a transmission corridor with a single 500 kV circuit (there are plans to add a second circuit in the future) circuit that traverse east to west through Riverside County and pass through the open space area in the southeastern portion of the project site. These lines serve the SCE Valley Substation located about seven (7) miles south of the Nuevo Substation at the intersection of Menifee Road and Highway 74. From the SCE Valley substation, 115 kV lines extend north from the SCE Valley substation adjacent to Menifee Road to serve portions of eastern Moreno Valley.

Southern California Edison currently has no 115 kV transmission circuits within the general vicinity of Lakeview/Nuevo. All distribution circuits to the area originate from the SCE Nuevo Substation on Lakeview Avenue south of the Ramona Expressway. It is served by two 33kV lines, which come from other substations located in Hemet and Moreno Valley.

SCE derives its electricity from a variety of sources (see **Table 5.15-H, SCE Energy Resources**). The largest single source of electrical power is generated from natural gas plants (41%); 17% comes from nuclear sources, followed by eligible renewables, such as geothermal, wind and solar (16%). Coal burning plants and large hydroelectric generators make up 15% and 11% of the power mix today, but these sources are projected to be cut by more than half in the future.

In the vicinity of the project site, the Nuevo substation provides power. It is located on Lakeview Avenue south of the Ramona Expressway. This substation feeds electricity to the Lakeview/Nuevo Area. This substation is operating at nearly maximum capacity at the present time and can meet projected demand for the area, including the proposed project, through 2012.[6]

[6] Personal communication with Andrew Garcia, SCE field engineer, April 20, 2007.

Table 5.15-H
SCE Energy Resource
2006

Energy Resources	*Actual Power Mix*	*Projected Power Mix*
Eligible Renewables	16%	16%
Biomass & Waste	2%	2%
Geothermal	9%	9%
Small Hydroelectric	1%	1%
Solar	1%	1%
Wind	3%	3%
Coal	15%	7%
Large Hydroelectric	11%	5%
Natural Gas	41%	54%
Nuclear	17%	17%
Other	1%	1%
TOTAL	**100%**	**100%**

Source: Power Content Label Annual report of actual electricity purchases for SCE in 2006.

The following information is summarized from *The Villages at Lakeview Perris Dry Utility Summary*, Appendix M (CD #4). In the early 2000s, the "energy crisis" was felt in California by limited, short-term disruptions of its energy supply. This was generally a result of the restructuring of the State's utility industry. This resulted in escalated electricity rates, threatened and instituted rolling blackouts, real and threatened investor-owned utility bankruptcies, and State subsidization of wholesale purchases of electricity for consumers. There was even worry at the time that this was indicative of excessive demand and/or a physical shortage of electrical energy supply now and in the future, such that a project such as the proposed project would be viewed as having a significant impact on electrical resources. The "crisis" was not related to increasing demand of to the adequacy of the current and forecasted electrical energy supplies but rather, the high cost to purchase such energy due toe economic rather than environmental factors. In fact, in some years when the "crisis" was happening, peak demand was actually lower from one year to the next (e.g., 2000 had lower peak demand than 1999). "There is no forecasted energy supply shortfall for the years in which this project is projected to be completed."

According to the California Energy Commission (CEC), the summer of 2007 was expected to have Planning Reserves above average demand between 22.3 and 28.2 percent. Under "adverse conditions," which include forced outages and a 1-in-10-year summer temperature demand, reserve margins would still run from 6.5 to 17.3 percent. To the extent a "crisis" existed, it was a short-lived economic issue and is being addressed at the highest priority on a statewide and regional basis. In addition, two projects are coming online locally to supply electricity for the increasing demand in Southern California, and the project vicinity in particular:

- Sun Valley Energy Project, expected to be approved in August of 2007, is proposed to be a 500-megawatt (MW) simple-cycle power plant, which consist of five General Electric LMS100 natural gas-fired turbine-generators and associated equipment. The Sun Valley Energy Project site is located at 29500 Rouse Road, Romoland, Riverside County. The

project would be connected to the SCE transmission grid through a 115 kV connection with the SCE Valley Substation and is expected to be online in August of 2008.

- GE Energy is constructing the Inland Empire Energy Center (IEEC), a 670/750/800 Megawatt (MW) advanced gas turbine combined-cycle power plant. The plant is located on about 46 acres near Romoland in Riverside County, approximately 1 mile east of the SCE Valley substation. A new 500 kV transmission line would connect the on-site switchyard to the existing Southern California Edison Valley substation. The power plant is expected to come online by the summer of 2008.

Natural Gas

Southern California Gas Company (SCGC) is a gas-only utility and, in addition to serving residential, commercial, and industrial customers, it also provides gas for enhanced oil recovery and electricity production. SCGC serves 12 counties: Fresno, Imperial, Kern, King, Los Angeles, Orange, Santa Barbara, San Bernardino, San Luis Obispo, Tulare, Ventura, and Riverside.

Natural gas is a "fossil fuel," indicating that it comes from the ground, similar to other hydrocarbons such as coal or oil. SCGC purchases natural gas from several bordering states. Interstate pipelines serve California. Most of the major natural gas transmission pipelines in the County of Riverside are owned and operated by SCGC. The Public Utilities Commission (PUC) regulates SCGC, who is the default provider required by law, for natural gas delivery to the County. SCGC has capacity and resources to deliver gas except in certain situations that are noted in State law. As development occurs, SCGC will continue to extend its services to accommodate development and supply necessary gas lines. SCGC is continuously expanding its network of gas pipelines to meet the needs of new commercial and residential developments in Southern California.

SCGC currently provides natural gas in most of the existing street rights of way within, and adjacent to, the project site. The project site is traversed by a High pressure, 36-inch gas line located in Davis Road and Ramona Expressway west of Davis Road. There is a pressure control facility located on Davis Road. An 8-inch, high-pressure distribution line exists the full length of the Ramona Expressway adjacent to the proposed project.

Thresholds of Significance

The Riverside County Planning Department has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. However, the Riverside County Planning Department's "Environmental Checklist" for the subject project (see Appendix A (CD #3) of this document) indicates that impacts related to utilities may be considered potentially significant if the proposed project would:

A. Impact electricity requiring or resulting in the construction of new facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.

B. Impact natural gas requiring or resulting in the construction of new facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.

Related Regulations

State

California Code of Regulations

California Code of Regulations Title 24, Part 6, California's Energy Efficiency Standards for Residential and Nonresidential Buildings was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. New standards were adopted by the Commission in 200~~1~~8 ~~as mandated by Assembly Bill 970 to reduce California's electricity demand~~. The new standards ~~went~~ go into effect on ~~June~~ August 1, 200~~1~~9. The standards (along with standards for energy efficient appliances) have saved more than $~~20~~56 billion in electricity and natural gas costs since 1978. It is estimated the standards will save and additional $23 billion by 201~~1~~3.

Senate Bill 1305

SB 1305, the Power Source Disclosure requires retail suppliers of electricity to disclose to consumers "accurate, reliable, and simple to understand information on the sources of energy that are being used ..." (Public Utilities Code Section 398.1 (b)).

Local

County of Riverside General Plan Policies

The following are applicable policies from the County of Riverside General Plan related to Energy:

LU 5.2 Monitor the capabilities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of services. (AI 3, 4, 74)

LU 5.4 Ensure that development and conservation land uses do not infringe upon existing public utility corridors, including free owned rights-of-way and permanent easements, whose true land use is that of "public facilities". This policy will ensure that the "public facilities" designation governs over what otherwise may be inferred by the large scale general plan maps. (AI 3)

The following polices encourage energy conservation and alternatives:

OS 10.1 Provide for orderly and efficient wind energy development in a manner that maximizes beneficial uses of the wind resource and minimizes detrimental effects to the residents and the environment of the County.

OS 10.2 Continue the County's Wind Implementation Monitoring Program (WIMP) in order to study the evolution of wind energy technology, identify means to solve environmental and community impacts, and provide for an ability to respond with changes in the County's regulatory structure. (AI 72)

OS 11.1 Enforce the state Solar Shade Control Act, which promotes all feasible means of energy conservation and all feasible uses of alternative energy supply sources. (AI 62, 65, 66, 70)

OS 11.2 Support and encourage voluntary efforts to provide active and passive solar access opportunities in new developments. (AI 63, 64)

OS 11.3 Permit and encourage the use of passive solar devices and other state-of- the-art energy resources. (AI 62, 63, 64)

OS 12.1 Allow for the development of non-electrical, direct heat uses of geothermal heat and fluids for space, agricultural, and industrial heating in situations and localities where naturally occurring hydrothermal features will not be degraded. (AI 71)

OS 16.1 Continue to implement Title 24 of the State Building Code. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of Title 24. (AI 62)

OS 16.2 Specify energy efficient materials and systems, including shade design technologies, for County buildings. (AI 68, 70)

OS 16.3 Implement public transportation systems that utilize alternative fuels when possible, as well as associated urban design measures that support alternatives to private automobile use.

OS 16.4 Undertake proper maintenance of County physical facilities to ensure that optimum energy conservation is achieved.

OS 16.5 Utilize federal, state, and utility company programs that encourage energy conservation. (AI 63, 64)

OS 16.6 Assist public buildings and institutions in converting asphalt to greenspace to address the heat island effect.

OS 16.7 Promote purchasing of energy-efficient equipment based on a fair return on investment, and use energy-savings estimates as one basis for purchasing decisions for major energy-using devices. (AI 68, 69)

OS 16.8 Promote coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to enhance mass transit, bicycle, and pedestrian use.

OS 16.9 Encourage increased use of passive, solar design and day lighting in existing and new structures. (AI 62, 63, 64, 65, 70)

OS 16.10 Encourage installation and use of co-generating systems where they are cost-effective and appropriate. (AI 62, 70)

Natural gas service would be in accordance with SCGC's policy and extension rules on file with the California Public Utilities Commission at the time of contractual arrangements are made for this project.

Electricity service would be in accordance with SCE's policy and extension rules on file with the California Public Utilities Commission at the time of contractual arrangements are made for this project.

The relationship of the project to the above General Plan Policies is presented in Appendix N (CD #4) of this DEIR.

Project Design Considerations

Design considerations refer to ways in which the proposed project will limit or mitigate for potential impacts through the design of the project.

The project Design Guidelines encourages the use of energy efficiency techniques in building design using natural ventilation, proper window placement, architectural shade elements, and landscaping to provide shade. (Section D.10 of THE VILLAGES OF LAKEVIEW Specific Plan. The Lakeview Green Design, Section B.12 of THE VILLAGES OF LAKEVIEW Specific Plan, includes Development Standards that reduce energy consumption in all aspects of the project including:

- ~~The Master Developer shall provide a public outreach program on Green Design to educate homebuilders and homeowners about ecological practices and green techniques.~~
- ~~Within THE VILLAGES OF LAKEVIEW, all homes and businesses shall exceed by 15% the 2007 California Energy Code – Title 24, Part 6 energy efficient design. In order to meet this rating standard, elements of energy efficient design include, but are not limited to:~~
    - ~~High efficiency lighting~~
    - ~~The installation of high efficiency lighting, such as CFLs (compact fluorescent lighting), greatly reduces energy consumption.~~
    - ~~Low energy cooling system, such as engineered HVAC systems with tight HVAC Ducts~~

- ~~Low energy HVAC systems that are installed with tight ducts increase the efficiency in heating and cooling the home.~~
- ~~Improved drywall, insulation, and sealing installation~~
- ~~Proper installation helps to maintain the desired temperature inside the home, lessening the dependence on mechanical heating and cooling systems.~~
- ~~Cool roofs~~
- ~~A cool roof reflects and emits the sun's heat back to the sky instead of transferring it to the building below. "Coolness" is measured by two properties, solar reflectance and thermal emittance – the higher the value, the "cooler" the roof. By limiting heat penetration into the attic and living areas of the home, dependence on mechanical cooling systems can be reduced.~~
- ~~Double-paned windows~~
- ~~Double pained windows dramatically improve the insulating capacity of windows, better maintain the desired temperature inside the home, and so reduce dependence on mechanical heating and cooling systems.~~
- ~~Dual-glazed LoE2 windows with high-efficiency glazing (SHGC and U-value < 0.40)~~
- ~~Dual-glazed LoE2 windows limit heat and coldness penetration, therefore reducing the need for mechanical heating and cooling.~~

- ~~Homebuilders within THE VILLAGES OF LAKEVIEW will be required to install Energy Star-rated model appliances in order to further reduce the home's energy consumption, if they choose to offer the installation of major appliances such as dishwashers, washing machines, and refrigerators in new homes.~~
- ~~Public Riverside County buildings shall employ photovoltaic cells, subject to agreement with the County and the builder.~~
- ~~Where professional management is available, such as an HOA, recycled water shall be used in residential front yards and backyards (also private common areas) and in adjacent public street parkways, subject to EMWD and County approvals.~~

~~In areas where recycled water is not used, turf shall be limited to 33% of the landscaped area of a conventional SFD lot.~~

1. To utilize energy efficiently, large residential buildings, large public buildings (library, public community center, schools, and joint-use facilities), large private recreation buildings owned by the Homeowners' Association (HOA) and large commercial buildings (retail and office) shall exceed the 2007 California Energy Code – Title 24, Part 6 energy efficiency standards by 35% (schools and joint-use facilities are subject to Nuview Union School District approval). To meet this rating standard, the following energy-efficient design elements could be considered:

   i) Tankless water heaters
   ii) High efficiency lighting
   iii) Low energy HVAC systems with tighter HVAC ducts
   iv) Improved drywall, insulation and sealing installation
   v) "Cool roofs" reflect the sun's light back to the sky

vi) Heat-repelling radiant barrier roof foil reflect the sun's heat back to the sky
vii) Double-paned windows
viii) Dual-glazed, Lo E2 windows

2. To utilize energy efficiently, homebuilders shall install Energy Star-rated model appliances, if the homebuilder chooses to install major appliances such as a dishwasher, washing machine, and refrigerator in the new home.

3. To utilize energy efficiently, major appliances installed in large public buildings (library, public community center, schools, and joint-use facilities) and large private recreation buildings owned by the HOA shall be Energy Star-rated (schools and joint-use facilities are subject to Nuview Union School District approval).

4. To utilize energy efficiently, street lights shall be installed with energy-efficient lighting.

5. To increase renewable energy sources and reduce greenhouse gas emissions, large public buildings (library, public community center, schools, and joint-use facilities) and large private recreation buildings owned by the HOA shall be installed with solar panels, photovoltaic cells, solar thermal systems or other renewable energy generating technology (schools and joint-use facilities are subject to Nuview Union School District approval).

6. To increase renewable energy sources and reduce greenhouse gas emissions, homebuilders are encouraged to: 1) offer to home buyers solar panels, photovoltaic cells, solar thermal systems or other renewable energy generating technology as part of the homebuilder's option program, or 2) be consistent with the Governor's Million Solar Roofs plan.

7. Where professional management is available, such as an HOA, recycled water shall be used in residential front-yards and backyards, i.e. private common area, and in adjacent street parkways, subject to EMWD and County approvals.

8. Where professional management is not available, grass turf (live not artificial) shall be limited to 33% of the landscaped area of a conventional single-family detached lot.

Environmental Impacts Before Mitigation

***Threshold F**: The project would impact electricity requiring or resulting in the construction of new facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.*

The project site currently has overhead transmission lines located along Marvin Road (the northernmost project boundary) which will remain in place if needed to serve off-site users. These lines will not be used to serve the proposed project. The 33kV line which feeds the Nuevo Substation is located within the right of way of Ramona Expressway as it traverses the project area. This line will not be impacted by the proposed project, but will be required to be relocated when Ramona Expressway is widened. All new distribution lines will be constructed as underground facilities concurrently with project development by phase. Thus, construction of new electrical facilities needed on site is addressed in the analyses of construction impacts

throughout the DEIR. Therefore, impacts to the surrounding environment from the construction of on site electrical facilities are considered to be **less than significant**. However, interruption of existing power service could be a significant adverse impact if overhead lines are not relocated temporarily while undergrounding is taking place. The implementation of **MM Util 4 through 6** will ensure that all lines are under ground (other than transmission lines) and will reduce these potential temporary impacts to **less than significant** levels.

THE VILLAGES OF LAKEVIEW will generate additional demand for electricity. Peak demand will generally happen during the summer months. Based on the projections provided by SCE, at build-out, the project would result in a total electric usage of 48.5 MVA daily. The SCE projections were based on project assumptions that THE VILLAGES OF LAKEVIEW will have a total of 11,350 units, 400,000 square feet of General Retail, 100,000 square feet of General Office, 20,000 square feet for a library, and 40,000 square feet of Public Community Centers. *The Villages at Lakeview Perris Dry Utility Summary,* Appendix M (CD #4), estimates the average daily demand for the residential component of the project would be 45,683 kw.

To reduce further energy demand, conservation programs through SCE Customer Technology Application Center (CTAC) are available. Programs such as:

- Residential Rebates and Programs- encourage residents to upgrade appliances to EnergyStar qualified appliances. It also offers a Refrigerator and Freezer Recycling Program which gives money back for recycling old refrigerators and freezers.
- Multi-Family Energy Efficiency Rebate Program- Offers incentives on a broad list of energy efficiency improvements in lighting, HVAC, insulation and window categories.
- Business Incentives and Services – This includes a wide range of programs and services for small, medium, and large size business, regardless of size or energy usage.
- Large Business Incentives and Programs- Programs include the incentives and services included above. Other programs require participants to reduce power use in exchange for lower bills, money back and/or discounts.
- The CTAC also offer training classes and workshops for builders and communities.

The project would increase use of electricity within SCE's service area, particularly the demand for electricity to light, heat, and air condition residential and commercial development. SCE currently has one 12kV distribution circuit adjacent to the project area. The circuit extends from the Nuevo Substation through the project site as far east as the chicken ranch. The 12kV line along the south side of Ramona Expressway runs the entire length of the project. SCE is aware that there are currently planned, or in process, additional developments in the same general area which will also require power. As development of the project and/or surrounding developments occurs, even more circuits may be necessary. According to Andrew Garcia, field engineer with Southern California Edison, the Nuevo substation currently cannot serve more than a year or two of the projected demand from the service area without upgrades. SCE has indicated the substation's capacity which will allow the substation to meet the projected demand through 2012. The SCE Distribution and Planning Team anticipates that it will require the extension of transmission lines to a location where they could obtain property for a new substation in the

general vicinity of the existing Nuevo substation. Construction of a new 115/12kV substation is expected to be operational by June 1, 2012. (Garcia, 2008)

Southern California Edison has indicated that they will be able to provide sufficient circuit capacity to feed the project area once the infrastructure for the development is installed. Although overall electrical consumption will increase as a result of the project and cumulative development in the vicinity, SCE will be expanding their distribution capacity in the area to accommodate this growth by having additional 12kV circuits available. SCE distribution planning anticipates that it will require the extension of 115 kV transmission lines to a location where they could obtain property for a new substation. As the proposed location of such a new substation is not known at this time, potential environmental impacts associated with its construction cannot be evaluated. When expansion and/or construction of new facilities may be required, it will be SCE's responsibility to comply with CEQA.

SCE has provided a "Will Serve" letter for this project. Sufficient power and distribution capabilities exist to provide the proposed project with electrical service; SCE has established that additional substation capacity will be necessary to provide the power and power grid necessary to support future growth in the vicinity. SCE is currently conducting studies to determine its overall transmission needs. SCE has acknowledged that a new substation will be necessary to serve projected growth but the location of any new facility is unknown at this time. **Therefore, potential impacts associated with construction of a possible future substation would be speculative and will ultimately be constructed and evaluated under CEQA by SCE, when needed.**

Threshold G: *The project would impact natural gas requiring or resulting in the construction of new facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.*

According to the 2006 California Gas Report, residential and wholesale gas requirements are expected to increase to approximately nine percent between 2006 and 2025 as population in SCGC service area continues to grow. Commercial markets are expected to show modest customer gains due to the growing economy.

Over the past three years, California natural gas utilities, interstate pipelines, and instate natural gas storage facilities have had an increase in demand. More projects have been proposed and some are currently under construction to add additional pipelines, expand existing pipelines, add new facilities, or to upgrade. SCGC has aggressively implemented energy efficiency goals and associated programs to reduce the anticipated increase in demand for natural gas. They are projected to reduce this demand 19% by 2025. Energy saving programs such as stricter building and appliance standards and energy efficiency programs are expected to help reduce the demand on natural gas.

THE VILLAGES OF LAKEVIEW will result in additional demand for fuel. The projected demand for natural gas is shown in **Table 5.15-I, Estimated Natural Gas Demand**. The project will generate a demand for natural gas of 1,967,517 cubic feet per day. SCGC's marketing division lists an approximate residential customer base of 5,526,000 (Moran, 2004). The 11,350 new units

proposed by the project would constitute approximately 0.00205 percent of the residential customer base. SCGC has provided a "will serve" letter ensuring that service can and will be provided to this project.

Table 5.15-I
Estimated Natural Gas Demand

Land Use	Usage Factor (cf/day)	Proposed Dwelling Units/Square Foot	Natural Gas Demand (cf/day)
Single Family Residential	222.17/du	2,520 du	559,868
Multi-Family Residential	133.72/du	8,830 du	1,180,748
Commercial	.10/sf	400,000sf	40,000
Office	.07/sf	100,000sf	7,000
Public Facilities	.07/sf	2,570,020sf	179,901
TOTAL			**1,967,517**

Source: Generation Factors from the South Coast Air Quality Management District.
Notes: 1. cf=cubic feet; du=dwelling unit; sf=square feet
2. SCGC consumption rates are slightly lower than SCAQMD (203.13 cf/day/single-family du and 128.65 cf/day/multi-family du), so for consistency with the air quality analysis, SCAQMD figures are used here.

SCGC currently provides natural gas in most of the existing streets within and near the project site. New gas main extensions will be required to serve all new development. Gas main replacement may be required as some of the existing streets are vacated and others expanded to backbone feeder status. All new distribution lines will be constructed concurrently with project development by phase. Thus, construction of new and replacement gas lines needed on site is addressed in the analyses of construction impacts throughout the DEIR. Therefore, impacts to the surrounding environment from the construction of on-site natural gas facilities are considered to be **less than significant**. However, interruption of existing gas service could be a significant adverse impact if existing lines do not remain operable while replacement lines are being constructed. The implementation of **MM Util 7** will ensure that all gas services remains available to existing users while new and replacement lines are under construction and reduce these potential temporary impacts to **less than significant** levels.

The pressure control facility located adjacent to Davis Road will require protection in the form of a chain link fence. Since the portion of Davis Road located within the project site will be vacated, access to these facilities will need to be maintained. Due to the high pressure and size of the 36-inch line in Davis Road, grading in the vicinity must be done with caution to avoid explosion and/or fire. **MM Util 8** will reduce all potential impacts to existing SCGC facilities, in or adjacent to Davis Road, to **less than significant** levels.

Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Where potential significant impacts occur, mitigation measures are evaluated for their ability to

eliminate or reduce the potential significant adverse impacts related to the construction of electricity and natural gas facilities to below the level of significance.

MM Util 4: Prior to recordation of a final map by the County, the current or subsequent project applicant shall construct, or enter into an agreement and post security, in a form and amount acceptable to the Building and Safety Department, guaranteeing the undergrounding of proposed utility distribution lines in conformance with applicable County standards and the County's Capital Improvement Policy.

MM Util 5: Tentative Tract maps shall be conditioned to require that all electrical service lines (excluding transmission lines) serving development within the project will be installed underground. This includes existing service facilities that may have to be relocated temporarily during grading.

MM Util 6: The contractor shall temporarily relocate existing overhead facilities, as necessary to maintain service, while grading and installing the new underground system is underway.

MM Util 7: Gas service shall remain available to all existing customers during construction of new and replacement gas lines within the project site.

MM Util 8: To assure that SCGC facilities are secure, access is maintained, and grading does not cause a hazardous situation, a chain link fence (or as approved by the Planning Department) shall be installed around the existing pressure control facility located on Davis Road. Access to the Davis Road facility, acceptable to SCGC, shall be retained from Davis Road, or as otherwise acceptable to SCGC. Truck access shall be provided by the developer to the 36-inch line and the pressure control facility to the satisfaction of SCGC. Any grading done within the transmission easement shall require a "permission to grade" letter from SCGC after review of final grading plans and prior to County issuance of a grading permit.

General Plan policies OS 10.1, 10.2, 11.1-11.3, 12.1, 16.1-16.10 would require energy conservation to reduce demands. Also, Title 24 of the California Code of Regulations requires the incorporation of new energy efficiency technologies and methods. Both SCE and SCGC have educational materials and classes at various locations regarding energy conservation.

Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

With adherence to and implementation of the above mitigation measures, General Plan policies, SCE programs, and existing regulations, the project's potential electric and natural gas impacts will be reduced below a level of significance.

Summary of Cumulative Environmental Effects After Mitigation Measures Are Implemented

Development proposed in THE VILLAGES OF LAKEVIEW would result in a permanent and continued use of electricity and natural gas resources. Sufficient power and distribution

capabilities exist to provide electrical services to the proposed project only through 2012. SCE has stated that additional substation capacity will be necessary at that time to provide power to support the current and future growth in the vicinity. The current substation cannot be expanded sufficiently; it will require the extension of transmission lines to a new location for a substation. Since the Village of Lakeview is the largest of the proposed projects in this area which receive power from this substation, it will contribute considerably to the cumulative need for expansion of Lakeview substation. Because the location of a future substation is not known, potential impacts associated with construction of a possible future substation to meet cumulative demand, with or without the project, would be speculative. It will ultimately be constructed and evaluated under CEQA by SCE, when needed.

As stated in the 2006 California Gas Report, SCGC projects that cumulative gas demand for residential meters will increase at an average annual rate of 1.3 percent from 2006 to 2025. When all market sectors are taken into account, average annual demand for natural gas is projected to occur at a rate of 0.15 percent over the same time period. For residential customers, use per meter is forecasted to decline due to the expected energy savings from higher building and appliance standards and energy efficiency programs**,** such as those required in the project. However, demand will be influenced by growth. By 2025, residential demand is expected to reach 279 Bcf, an increase of 25 Bcf from 2005. Commercial and industrial market segments are also projected to decrease due to the California Public Utilities Commission authorized energy efficiency programs. Since the project would: constitute only approximately 0.00205 percent of the current residential customer base; install Energy Star-rated models of appliances (as required by **MM Air 6** and SP development standards); be served by existing service and transmission lines within and around the project area; and has received a "Will Serve" letter from SCGC for this project, cumulative impacts would be **less than significant**.

5.15.3 Solid Waste

Potential impacts related to the compliance with federal, state, and local statutes and regulations related to solid waste, including the County Integrated Waste Management Plan(CIWMP) were found to be less than significant in the Initial Study/NOP prepared for this project (Appendix A (CD #3). The focus of the following discussion is related to the potential impacts from the proposed project upon landfill capacity.

Setting

The current franchise waste hauler for the project site is Waste Management of Moreno Valley (WMMV). WMMV has the option of hauling the residual waste to any one of three landfills in western Riverside County (Lamb Canyon, Badlands, and El Sobrante). All three of the landfills are Class III municipal solid waste landfills. As Class III landfills, the landfills accept primarily non-hazardous residential and commercial/industrial municipal solid waste. Due to their proximity to the project site, the Badlands Landfill and the Lamb Canyon Landfill are most likely to service this site.

The project site is located approximately seven miles southwest of the Lamb Canyon Landfill. The Lamb Canyon Landfill is located between the city of Beaumont and city of San Jacinto at 16411 Lamb Canyon Road (State Route 79), south of Interstate 10 and north of Highway 74. The landfill is owned and operated by Riverside County. The landfill encompasses 1,189 acres, of which 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 3,000 tons of refuse per day (1,095,000 tons per year) and has a remaining disposal capacity of 9.845 million tons, as of July 1, 2008. During the first six months of 2008, Lamb Canyon Landfill accepted a daily average of 2,052 tons and a period total of approximately 328,242 tons of solid waste. The current remaining disposal capacity is estimated to last until approximately 2020. Landfill expansion potential exists at the Lamb Canyon Landfill site.

The project site is located approximately ten miles southeast of the Badlands Landfill, which is located northeast of the city of Moreno Valley at 31125 Ironwood Avenue, and accessed from State Highway 60 at Theodore Avenue. The landfill is a regional municipal solid waste landfill that is owned and operated by Riverside County. The existing landfill encompasses 1,168.3 acres, of which 150 acres are permitted for refuse disposal. The landfill is currently permitted to receive 4,000 tons per day (1,460,000 tons per year) and has an overall remaining disposal capacity of approximately 7.773 million tons, as of July 1, 2008. During the first six months of 2008, Badlands Landfill accepted a daily average of 1,687 tons and a period total of approximately 259,728 tons of solid waste. The Badlands Landfill is projected to reach capacity in approximately 2014. Further landfill expansion potential exists at the Badlands Landfill site.

El Sobrante Landfill is located East of Interstate 15 and Temescal Canyon Road to the south of the city of Corona at 10910 Dawson Canyon Road. The landfill is a regional municipal solid waste landfill that is owned and operated by ~~Riverside County~~ USA Waste of California, Inc., a subsidiary of Waste Management, Inc. The RCWMD operates the scale house and implements a load check program. The landfill encompasses 1,322 acres, of which 645 acres are permitted for waste disposal. The El Sobrante landfill is currently permitted to receive 10,000 tons of refuse

per day, of which 4,000 tons per day (1,460,000 tons per year) is reserved for refuse generated within Riverside county. Total permitted capacity is 109 million tons of which approximately 52.3 million tons are reserved for sources from within Riverside county. As of July 1, 2008, total remaining capacity is approximately 41 million tons (in-county). During the first six months of 2008, the El Sobrante landfill accepted a total of approximately 1.079 million tons of waste, of which approximately 0.451 million tons were generated within Riverside county. The estimated close date for El Sobrante is 2031 which assumes diversions from Lamb Canyon and Badlands when they close.

Thresholds of Significance

Riverside County has not established local California Environmental Quality Act (CEQA) significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. However, the Riverside County Planning Department's "Environmental Checklist" for the subject project (see Appendix A (CD #3) of this document) indicates that solid waste impacts may be considered potentially significant if the project:

H. Is served by a landfill without sufficient capacity to accommodate the project's solid waste needs.

Related Regulations

State and Local

The California Integrated Waste Management Act of 1989 (AB 939) redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. The act was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 required each of the cities and unincorporated portions of the counties to divert a minimum of 25 percent of the solid waste landfilled by 1995 and 50% by the year 2000. To attain goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices. These practices include source reduction, recycling and composting, and environmentally safe landfill disposal and transformation.

Other state statutes pertaining to solid waste include compliance with the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), which requires the local jurisdiction to require adequate areas for collecting and loading recyclable materials within a development project for commercial, institutional, marina, and residential buildings with 5 units or more. To meet this state requirement, Riverside County Waste Management Department requires that, prior to construction of any commercial or industrial facilities, clearance from the Waste management Department is needed to verify compliance with AB 1327 in terms of installation of recycling access areas at these facilities.

The Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with state requirements as stipulated in AB 939. The CIWMP is comprised of the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling

Elements, Household Hazardous Waste Elements, and Nondisposal Facility Elements for Riverside County and each of the cities in Riverside County. The Riverside County Waste Management Department administrates recycling programs available to County residents that are normally advertised through mass media, such as newspapers, radio, television, and billboards.

The Riverside County Waste Management Department and the Riverside County Department of Health Services implement programs that address source reduction and household hazardous wastes, which serve to reduce the solid waste stream going into landfills. The proposed project is located within the jurisdiction of these agencies to receive public information and participate in these programs.

County of Riverside General Plan Policies

The following are applicable policies from the County of Riverside General Plan related to Solid Waste:

OS 13.1: Encourage economic biomass conversion under sensible environmental controls.

AQ 5.1: Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

The relationship of the project to the above general plan policies is presented in Appendix N (CD #4) of this DEIR.

Project Design Considerations

Design considerations refer to ways in which the proposed project will limit or mitigate for potential impacts through the design of the project.

Planning Area 77 allows for the development of composting facilities so that **MM Util 11** is feasible on-site. The Design Guidelines for the project (Section D.10 of THE VILLAGES OF LAKEVIEW Specific Plan) encourage job site construction waste recycling and donation of scrap materials.

Environmental Impacts Before Mitigation

***Threshold H**: The proposed project is not served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.*

Construction-Related Solid Waste

According to the California Integrated Waste Management Board (CIWMB) Jurisdiction Profile for Riverside County (Unincorporated), construction, and demolition (C&D) debris constitutes approximately 15.6 percent of business-related solid waste and 4.5 percent of household solid waste disposed in California. Common construction and demolition materials include lumber, drywall, metals, masonry (brick, concrete, etc.), carpet, plastic, pipe, rocks, dirt, paper, cardboard, or green waste related to land development. Of these, metals are the most commonly recycled material while lumber makes up the majority of debris that still goes to a landfill. **Table**

5.15-J, Estimated Construction-Related Solid Waste, shows the amounts of construction-related waste anticipated to be generated by the project during construction and operation.

The residential portion of the proposed project is anticipated to generate approximately 46,041 tons of construction-related solid waste during the 11- to 15-year construction period of the project. The commercial portion of the project site is anticipated to generate approximately 972.5 tons of construction-related solid waste. ~~Including the proposed elementary schools and community centers, and demolition of the existing homes and chicken ranch,~~In total THE VILLAGES OF LAKEVIEW will generate approximately 55,550 tons of construction-related solid waste, from the proposed elementary schools and community centers, and demolition of the existing homes and chicken ranch. When divided into an annual waste stream over 15 years, the annual construction waste generated equates to 0.89% of the three landfill permitted capacities, combined.

Table 5.15-J
Estimated Construction-Related Solid Waste

A	B	C	D	E
	Generation Factor[1]	**Proposed Project Total (tons)** (AxB/2000)	**Yearly – Permitted Disposal Capacity[2] (tons per year)**	**Proposed Project Percent of Yearly Capacity[3]** ((C total per year/D total)x100)
RESIDENTIAL 11,350 Dwelling Units	8,113 lbs per dwelling unit	46,041		
MIXED USE COMMERCIAL Maximum of 500,000 square feet	3.89 lbs per sq. ft.	972.5		
OTHER MISC. BUILDINGS (schools, community facilities, etc. ~~centers~~) Estimated 325,000 square feet	3.89 lbs per sq. ft.	632.13		
DEMOLITION (4 houses 1,010 sq. ft. each and 426,220 sq. ft. chicken ranch)	115 lbs. per sq. ft. 36 lbs per sq. ft.	232.3 tons + 7,672 tons = 7,904.3 tons		
PROJECTED TOTAL FROM ALL SOURCES		55,550 Over the 15 years of construction = 3,703 tons per year	Badlands Landfill – 1,460,000	
			El Sobrante Landfill – 1,460,000 in-county	
			Lamb Canyon Landfill – 1,095,000	
			TOTAL LANDFILL CAPACITY – 4,015,000 tons per year	0.09%

[1] Generation rate from "Characterization of Building-Related Construction and Demolition Debris in the United States" prepared for U.S. Environmental Protection Agency by Franklin Associates, June 1998, as referenced by CIWMB. This rate includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

[2] Daily disposal capacity multiplied by 365 days per year.

[3] (Proposed project Total averaged over 5 year construction period / Disposal Facility Capacity) x 100

County Waste Management Department recognizes the burden that construction waste places on municipal landfills and has indicated that it will not clear final inspection without every effort having been made and verification thereof received by them to recycle, reuse, and/or reduce the amount of construction and demolition materials that would otherwise be taken to a landfill.[7] Current waste streams to local landfills include construction waste and maximum annual capacities are not yet met, however, with Riverside County recognized as one of the fastest growing counties in the state, management of construction debris is critical.

The U.S. Environmental Protection Agency (EPA) estimates the following breakdown of construction and demolition materials in the waste stream: 40 to 50 percent concrete and mixed rubble, 20 to 30 percent wood, 1 to 10 percent asphalt roofing, 1 to 5 percent each for metals, bricks, and plastics. Based on the fact that so little of this construction project represents demolition of existing structures which would generate higher amounts of concrete and mixed rubble, the following projected construction materials profile is assumed so that recycling/ reuse efforts can focus on reduction of key components.

30 percent concrete and mixed rubble
30 percent wood
15 percent drywall
10 percent asphalt roofing
3 percent metals
7 percent brick and roofing tiles
5 percent plastics

Lumber recycling can be accomplished for this project through the use of wood waste diversion and recycling efforts. Such diversions can be recycled for daily landfill cover and/or biomass fuel. The project site location is ideal to utilize one of Riverside County's wood haulers/ recyclers located in Romoland, approximately seven miles southwest of the project site. Hauling/trucking costs can be prohibitive for recycling if the source is more than 15 to 20 miles from the recycler.[8]

Although trucking costs would be higher, construction materials recyclers exist, such as one in Palm Desert which accepts a wider range of construction and demolition debris materials: asphalt, concrete, drywall, gravel, reusable/deconstructed material, pallets, sand, soil, and wood. Or another recycler in Mira Loma which accepts asphalt including broken asphalt and concrete, brick, clean concrete and concrete with rebar, drywall, metal, other reusable/deconstructed material, and roofing.[8]

[7] Letter from the Riverside County Waste Management Department dated September 13, 2006. (This letter is contained in its entirety in Appendix A of this document.)

[8] California Integrated Waste Management Board, *C&D Debris Recyclers Database,* accessed 8/4/07. (Available at www.ciwmb.ca.gov/ConDemo/Recyclers/RecyclerSearch.aspx)

Other construction debris recycling/reuse strategies could include on-site crushing and reuse of concrete/asphalt, or off-site concrete and asphalt recyclers located throughout Riverside County and as close as Perris, Romoland and San Jacinto. Paint is accepted for recycling at a facility located in Riverside which accepts paint and other similar types of materials.[8] Unused or slightly damaged construction materials and fixtures can be donated to a non-profit, such as Habitat for Humanity ReStore, located in Riverside, which accepts appliances, doors, windows, light fixtures, furniture, paint, tools, new carpet, tile, and hardware.[9]

To address this issue, County Waste Management Department requires, through its standard Conditions of Approval, the project to complete a Construction and Demolition Waste Diversion Program (WRP). The program requires the recycling, reuse, compost, and/or salvage of a minimum of 50% by weight of the material and/or waste generated on site during construction. Implementation of this Condition would reduce the construction waste from THE VILLAGES OF LAKEVIEW to no more than 27,775 tons over the 15 years, or 1,852 tons per year. This represents 0.046 percent of currently projected annual landfill capacity. Therefore, the project will meet current County requirements to represent a less than significant portion of the construction waste stream. Therefore, project-specific construction waste impacts to landfills will be reduced to **less than significant** with implementation of current County Conditions of Approval. Mitigation measure **MM Util 9** goes beyond County standards, as feasible, to addresses construction debris recycling and reuse to achieve more than a 50 percent reduction in waste.

Operational Waste

Records are kept at the CIWMB of actual residential waste generation per capita. For unincorporated Riverside County, the rate is 1.8 lbs per resident per day. Since the CIWMB records aggregate the actual use of all businesses, the actual rates for commercial/office uses alone are not available. Therefore, a ton per year rate available from another jurisdiction on CIWMB website was used. The commercial portion of the project is anticipated to generate approximately 0.0108 tons/square foot/year. The Riverside County Waste Management Department and the Riverside County Department of Health Services implement programs that address source reduction and household hazardous wastes, which serve to reduce the solid waste stream going into landfills. The proposed project is located within the jurisdiction of these agencies to receive public information and participate in these programs. As seen in **Table 5.15-K, Estimated Solid Waste Generation and Contribution,** below, the proposed project will contribute approximately 16,859.9 tons per year at build-out. If all solid waste from the project went to one landfill or the other, the solid waste generated by the proposed project would contribute 1.15 percent of the Badlands Landfill annual capacity, or .50 percent of El Sobrante Landfill's annual capacity, or 1.54 percent of the annual capacity at Lamb Canyon Landfill.

[9] Habitat for Humanity, *ReStore*,accessed 8/4/07. (Available at www.habitatriverside.org/re-store.htm)

Table 5.15-K
Estimated Solid Waste Generation and Contribution

Land Use	Generation Factor	Potential New Residents/ Students/ Square feet	Project Estimated Solid Waste (tons/year)	Landfill Yearly Capacity		
				Badlands	El Sobrante	Lamb Canyon
Residential	1.8 lbs/resident/day[1] or 0.3285 tons/resident /yr	11,350 du x 3 residents/du = 34,050 residents	11,185.4	1,460,000 tons/year	1,460,000 tons/year in-county	1,095,000 tons/year
Elementary Schools	0.07625 tons/student/yr[2]	3 schools x 1,200 students/school = 3,600 students[3]	274.5			
Commercial	.0108 tons/sf/yr[4]	500,000 square feet	5,400.0	**Project-Related % of Yearly Landfill Capacity[5]**		
TOTAL			**16,859.9 tons per year**	**1.15 %**	**1.15 %**	**1.54 %**

[1] Actual rates for the year 2000 for Unincorporated Riverside County (www.ciwmb.ca.gov/Profiles/Juris/). 2000 lbs = 1 ton, 365 days per year
[2] The Resort Specific Plan EIR, date Dec. 2005, converted to tons/ten-month (305 days) school year
[3] Based on three schools proposed on Conceptual Land Use Diagram. If additional schools are needed, waste stream could increase, but may be offset by some loss of residential units.
[4] Commercial generation rates are based on estimated solid waste generation rates for commercial establishments from (www.ciwmb.ca.gov/wastechar/wastegenrates/commercial.htm)
[5] Project Estimated Solid Waste / Landfill Yearly Capacity

Given the limited contribution of solid waste anticipated to be generated by the proposed project, development of the project site will not substantially contribute to the exceedance of the permitted capacity of the designated landfills on an annual basis. Also, considering the project's future residents' participation in the source reduction and household hazardous waste programs offered by the County, the solid waste stream generated by the project may be reduced over time. Project-specific operational impacts to the existing landfills are expected to be **less than significant**.

However, even though population growth was anticipated as a part of the future estimates for landfill capacity, further reductions in the waste stream will prolong landfill life, provide opportunities for citizen choice in disposing of solid waste responsibly, and encourage recycling. Efforts to reuse waste on site can reduce not only landfill impacts, but also reduce hauling trips to the landfills which reduce traffic, air, noise, and greenhouse gas (GHG) emissions. **MM Util 10** requires green waste composting on-site to reduce this source of waste in the waste stream. **MM Util 11** assures that the California Solid Waster Reuse and Recycling Act of 1991 is implemented to provide recycling collection facilities at all multi-unit residential, commercial, and industrial uses.

Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate the potential significant adverse impacts upon solid waste facilities.

Impacts associated with solid waste and landfill capacity were found to be less than significant without mitigation measures incorporated. However, to assist the County of Riverside Waste management Department comply with State law in diverting solid waste from landfills, and reduce other impacts to traffic, air, noise and GHG emissions, the following mitigation measures will be applied to the proposed project.

MM Util 9: The project proponent shall make every effort feasible to recycle, reuse, and/or reduce the amount of construction and demolition materials (i.e., concrete, asphalt, wood, etc.) generated by development of the project that would otherwise be taken to a landfill. This diversion of waste must exceed a 50 percent reduction by weight. The project shall ~~use~~complete the Riverside County Waste Management Department Construction and Demolition Waste Diversion Program – Form B ~~or~~and Form C ~~process as evidence~~ to ensure compliance. Form B – Recycling Plan must be submitted and approved by the Riverside County Waste Management Department and provided to the Department of Building and Safety prior to the issuance of building permits. Form C- Reporting Form must be approved by the Riverside County Waste Management Department and submitted to the Department of Building and Safety prior to the issuance of certificate of occupancy/final inspection. ~~This evidence shall be presented by the developer to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project.~~

MM Util 10: The Homeowners Association established for the proposed development shall establish green waste recycling through its yard maintenance or waste hauling contracts. Green waste recycling includes such things as grass recycling (where lawn clippings from a mulching-type mower are left on the lawn) and on- or off-site composting. This measure shall be implemented to reduce green waste going to landfills. If such services are not available through the yard maintenance or waste haulers in the area, the HOA shall provide individual homeowners with information about ways to recycle green waste individually and collectively. Homeowners shall be notified of such in the CC&Rs.

MM Util 11: To assure compliance with the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), which requires the local jurisdiction to require adequate areas for collecting and loading recyclable materials, prior to issuance of Building Permits for any multi-unit residential, commercial or industrial facilities, clearance from the Riverside County Waste management Department is needed to verify compliance with AB 1327 in terms of installation of recycling access areas at these facilities.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

Project impacts to landfill capacity from construction and demolition debris were found to be significant. With the implementation of **MM Util 9** above, project-specific impacts will be **less than significant.** Project impacts related to operational solid waste were found to be **less than significant** without mitigation, however the incorporation of **MM Util 11,** above, will reduce impacts further.

Summary of Cumulative Environmental Effects After Mitigation Measures Are Implemented

Additional information about cumulative impacts is provided in Section 7.1 of this DEIR.

Project impacts to landfill capacity from construction and demolition debris were found to be less than significant with an annual contribution over 15 years of 3,703 tons. In conjunction with other projects within the area that are being constructed, cumulatively, the area is expected to produce approximately 17,759 tons per year of construction-related waste. (See **Table 7.1-F, Cumulative Estimated Construction-Related Solid Waste**.) Mitigation measure **MM Util 9** addresses construction debris recycling and reuse to achieve a reduction in waste beyond the County requirement of a 50 percent reduction by weight. Implementation of this measure would reduce the construction waste from THE VILLAGES OF LAKEVIEW at a higher level than required by the County. Therefore, because THE VILLAGES OF LAKEVIEW will comply with County Conditions of Approval and will exceed those requirements with implementation of **MM Util 9**, the project increment of construction-related solid waste for cumulative projects in the area will be less than 10 percent. Compared to landfill capacity, the project increment will represent less than 0.046 percent of total annual permitted landfill capacity ((3,703x50%)/4,015,000)). Cumulative impacts to landfill capacity will be **less than significant** due to the project construction debris representing a less than substantial cumulative increment with mitigation.

With regard to ongoing operations of the cumulative projects, **Table 7.1-G, Cumulative Project Operations Solid Waste Generation**, shows that solid waste generated will account for 6.1 percent of overall landfill annual capacity. If all waste from these cumulative projects went to one of the three landfills, results show that they would contribute 16.8 percent of Badlands Landfill capacity, or 16.8 percent of El Sobrante's Landfill capacity, or 22.4 percent of Lamb Canyon's Landfill capacity. Therefore, this project in conjunction with other projects within the area, will not contribute to cumulatively significant impacts to landfill capacity such that all landfills exceed their capacity. Therefore, due to available capacity and implementation of **MM Util 10** and **11** which provide for recycling on site to reduce project operational waste, cumulative impacts to the existing landfills resulting from waste generated by the project during operations are considered **less than significant**.

6.0 CONSISTENCY WITH REGIONAL PLANS

California Environmental Quality Act, Section 15125(d), requires an Environmental Impact Report to discuss any inconsistencies between the proposed project and applicable general and regional plans. The purpose of this section is to discuss the proposed project's consistency with the regional and local growth forecasts and the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG) Policies and the SCAG Regional Transportation Plan (RTP). This section provides an analysis of the project's consistency with the population, housing, and job projections for the region, as projections by SCAG. This section of the DEIR is organized into three subsections as follows: 1) the "Setting" section is a statement of the regional growth forecasts for the project site; 2) the "Related Regulations" which explains Riverside County's relationship to SCAG and its policies; and 3) the "Environmental Impacts Before Mitigation" section is a comparative analysis of the project's population with the population projected for the region and a discussion of the project's impacts upon the growth forecasts and its compliance with SCAG's regional policies.

Discussions of the proposed project's consistency with the Riverside County General Plan are contained in several sections of this DEIR. Section 5.9 (Land Use/Planning) discusses land use policy consistency. Consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is contained in the Section 5.9 (Land Use/Planning), and Section 5.4 (Biological Resources) of this DEIR. The Air Quality Section of this DEIR (Section 5.3) discusses consistency with the applicable Air Quality Management Plan. The Population and Housing section of this DEIR (Section 5.11) discusses consistency with the Housing Element policies of the General Plan. Appendix N of this DEIR includes a summary table of the project's consistency with all applicable General Plan policies.

In addition to other sources, the following references were used in the preparation of this section of the DEIR:

- County of Riverside, *Riverside County Integrated Project General Plan*, adopted October 7, 2003. (Available at the County of Riverside Planning Department or at www.rcip.org (accessed on September 18, 2006).)
- County of Riverside, *Riverside County Integrated Project General Plan Final Program Environmental Impact Report (State Clearinghouse No. 2002051143)*, March 2003. (Available at the Riverside County Planning Department and at www.rcip.org/generalplan.htm)
- Southern California Association of Governments, *2004 RTP Growth Forecasts*. (Available at Southern California Association of Governments or at http://www.scag.ca.gov/forecast/index.htm (accessed on August 30, 2006).)

- Southern California Association of Governments, *The New Economy and Jobs/Housing Balance in Southern California*, April 2001. (Available at Southern California Association of Governments or at www.scag.ca.gov/Housing/balance.html (accessed on August 30, 2006).)
- Letter from the Southern California Association of Governments dated August 22, 2005. (Appendix A)

6.1 SETTING

Much of southern California has grown into a significant metropolitan region that has the ability to influence California, the environment, and its residents. The SCAG is made up of seven counties which work collectively in consideration of regional issues and planning. As the designated Metropolitan Planning Organization, SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality along with additional mandates established at the state level. SCAG has prepared growth forecasts and adopted region policies to assess growth impacts.

SCAG Regional Growth Forecasts

The SCAG ~~*2004*~~*2008 RTP Growth Forecast* projects a Year ~~2030~~ 2035 population of ~~3,143,468~~ 2,550,867 persons within the Western Riverside County Subregion. The Subregion area comprises the cities of Banning, Beaumont, Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, and Temecula, as well as portions of unincorporated Riverside County. **Table 6-A, SCAG Western Riverside County Subregion Forecasts**, reflects SCAG's population forecasts for the entire Western Riverside County Subregion in six~~five~~-year projections.

Table 6-A, SCAG Western Riverside County Subregion Forecasts

	2010	2015	2020	2025	2030	2035
Population	~~2,085,432~~ 1,735,426	~~2,370,526~~ 1,918,962	~~2,644,278~~ 2,096,544	~~2,900,563~~ 2,262,992	~~3,143,468~~ 2,414,256	2,550,867
Households	~~685,775~~ 546,047	~~796,360~~ 609,219	~~907,932~~ 671,933	~~1,018,239~~ 727,622	~~1,127,780~~ 780,743	828,547
Employment	~~727,711~~ 588,523	~~839,698~~ 691,260	~~954,499~~ 797,626	~~1,070,761~~ 901,163	~~1,188,976~~ 1,005,923	1,098,233

~~2004~~ 2008 SCAG RTP Growth Forecast (Data tables provided by SCAG)

This forecast can be further broken down to separately analyze the growth within the cities from that in the unincorporated areas. **Table 6-B, SCAG Unincorporated Western Riverside County Forecasts**, depicts SCAG population forecasts for unincorporated Western Riverside

County, which includes the proposed project site but also includes all other unincorporated areas from the Los Angeles and Orange counties borders to the San Jacinto Mountain divide from the desert communities.

Table 6-B, SCAG Unincorporated Western Riverside County Forecasts

	2010	2015	2020	2025	2030	2035
Population	~~435,002~~ 526,517	~~575,248~~ 592,744	~~667,930~~ 664,725	~~751,712~~ 728,423	~~830,191~~ 783,621	845,475
Households	~~156,466~~ 166,479	~~195,665~~ 187,853	~~235,183~~ 214,737	~~274,346~~ 234,324	~~313,281~~ 252,975	273,407
Employment	~~98,385~~ 121,804	~~130,674~~ 155,519	~~163,253~~ 189,732	~~195,966~~ 223,967	~~228,887~~ 258,430	288,745

* Source: ~~*2004*~~*2008 SCAG RTP Growth Forecast (Data tables provided by SCAG)*

The growth forecast for the cities surrounding THE VILLAGES OF LAKEVIEW is provided in **Table 6-C, SCAG Forecasts for the Cities of Hemet, Moreno Valley, Perris and San Jacinto**. Additionally, the Riverside County General Plan Lakeview/Nuevo Planning Area, Table 2: Statistical Summary of Lakeview/Nuevo Area Plan, projects a ~~2030~~ buildout of this area with an 80,602-person population, 26,778 dwelling units, and 19,166 employment opportunities. A full breakdown of the Lakeview/Nuevo Planning Area growth forecast can be found in Section 5.9 Land Use and Planning, **Table 5.9-A, Lakeview/Nuevo Area Plan Projected Buildout**. Therefore, with the anticipated buildout of the Lakeview/Nuevo Planning Area cited above combined with the surrounding cities statistics in **Table 6-C**, the SCAG forecast for the Year ~~2030~~ 2035 population can be projected to be ~~620,362~~ 670,904 persons, ~~215,611~~ 219,106 dwelling units, and ~~201,576~~ 229,979 employment opportunities within the project region.

Table 6-C, SCAG Forecasts for the Cities of Hemet, Moreno Valley, Perris, and San Jacinto

Local Area*	2010	2015	2020	2025	2030	2035
Population	~~369,691~~ 382,563	~~413,988~~ 440,441	~~457,697~~ 480,313	~~499,587~~ 520,434	~~539,760~~ 556,441	590,302
Households	~~120,396~~ 117,533	~~137,480~~ 136,901	~~154,792~~ 152,143	~~171,882~~ 166,354	~~188,833~~ 179,950	192,328
Employment	~~103,311~~ 99,322	~~122,272~~ 122,105	~~141,920~~ 146,555	~~161,927~~ 167,989	~~182,410~~ 189,486	210,813

* Source: ~~2004~~ 2008 Growth Forecast Data for the cities of Hemet, Moreno Valley, Perris, and San Jacinto.

6.2 RELATED REGULATIONS

Riverside County is a part of the SCAG and the proposed project is required to comply with the applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. SCAG has adopted policies as part of its Regional Comprehensive Plan and Guide, Regional Transportation Plan, and Compass Growth Vision, many of which are applicable to this project. A comparative analysis of the project's consistency with these policies is discussed below. The information and data in this section was obtained from the *SCAG 2004 RTP Growth Forecast* and SCAG's report titled, *The New Economy and Jobs/Housing Balance in Southern California (2001).*

SCAG's April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California,* states that, "a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternately, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply." The SCAG region as a whole is, by definition, balanced. The SCAG region as a whole is projected to have 1.37 jobs per housing unit in 2030 under SCAG's *2004 RTP Growth Forecast.*

In written comments dated August 22, 2005 in response to the Notice of Preparation (see Appendix A), SCAG stated that they had reviewed the proposed project and has determined that the proposed project "is regionally significant per CEQA Guidelines" and subject to regional assessment. Riverside County is a part of the SCAG and the proposed project is required to comply with the applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. SCAG has adopted policies as part of its *1994 Regional Comprehensive Plan and Guide, 2004 Regional Transportation Plan,* and *Compass Growth Vision,* many of which are applicable to this project. A comparative analysis of the project's consistency with these policies is discussed below. The information and data in this section was obtained from the *SCAG 2004 RTP Growth Forecast* and SCAG's report titled, *The New Economy and Jobs/Housing Balance in Southern California (2001).* SCAG has a *Draft 2008 Regional Comprehensive Plan* and is revising the *1994 Regional Comprehensive Plan and Guide,* both of which are available for review, however, neither of these "draft review" documents has been utilized in the preparation of this section.

Employment/Housing Balance Policies

SCAG's April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California,* states that, "a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternately, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply." The SCAG region as a whole would be, by definition, balanced, at a ratio of 1.0. In the future, the SCAG region as a whole is projected to have 1.37 jobs per housing unit in 2030 under SCAG's *2004 RTP Growth Forecast.*

The jobs/housing ratio for Western Riverside County is projected to be 1.04 in 2010 and 2015, 1.05 in 2020, 1.06 in 2025, and 1.07 in 2030. Therefore, Western Riverside County is projected to be a jobs/housing balanced area. However, based on the SCAG forecast the jobs/housing ratio for the unincorporated portion of the Western Riverside County subarea with the neighboring cities is projected to be 0.73 in 2010, 0.76 in 2015, 0.78 in 2020, 0.81 in 2025, and 0.82 in 2030. This indicates that the unincorporated portion of Western Riverside County is projected to be a jobs-poor area. Overall, SCAG's, *The New Economy and Jobs/Housing Balance in Southern California,* projects the Lakeview Nuevo area, within which the proposed project is located, will be housing-rich in 2025, while the areas north and west (Moreno Valley and Riverside) will be jobs-rich and the areas immediately west, south, and east (Perris and San Jacinto) will be housing-rich and very housing-rich respectively in 2025.

A local community job-housing assessment was prepared by Dennis Macheski Consulting titled, *Job-Housing Balance in the Lakeview/Nuevo Area of Riverside County,* October 2007, (Macheski report) to offer additional analysis for the projected area growth. This report assesses the housing/job balance for the Inland Empire (western Riverside and San Bernardino counties) and reported that overall there is a 1.01 ratio of jobs per housing. When factored by 1.23 workers per household, the area has enough jobs for 83% of the workers (1.01 divided by 1.21, the ratio considered to be balanced). Using a "20-mile circle" around the project area, the report calculates 0.88 jobs per household, suggesting this area is approximately 77% of its way toward balance. Further analysis in Appendix B assesses known development projects (residential, commercial, industrial, office) currently under consideration within this "20-mile circle." Based on this planned development, the current activity would produce 0.76 jobs per household which implies that the immediate area would be approximately 63% of the way toward job/housing balance (0.76 divided by 1.21, the ratio considered to be balanced).

The proposed project is a Specific Plan with a commercial/mixed-use component which will bring an additional 11,350 housing units and approximately 1,000 jobs to the area. SCAG's, *The New Economy and Jobs/Housing Balance in Southern California,* further defines jobs/housing balance for this region as an area extending about 14 miles around an employment center with a ratio between jobs and household on the order of 1.0–1.29 jobs per household. Based on the projects 11,300 housing units THE VILLAGES OF LAKEVIEW Specific Plan would need to increase its proposed commercial floor space by a factor of 11 to provide a comparable number of job opportunities to achieve a community job-housing balance (see **Table 6-D, Project-Specific/RCIP General Plan Population, Housing and Employment Comparison**). Without internal specific plan area balance the nearest jobs-rich and very jobs-rich areas (the cities of Moreno Valley and Riverside, respectively) lie beyond the 14-mile range utilized for SCAG forecasts. Since the project will provide more housing opportunities than jobs outside the SCAG reach of 14 miles of large employment centers, and based on the Macheski report's low jobs to housing balance, it appears that THE VILLAGES OF LAKEVIEW will contribute to the area's overall jobs/housing imbalance. Therefore, the proposed project exceeds the regional population growth forecasts and regional jobs/housing balance projections and fails to comply with the SCAG policies requesting development that attains a jobs/housing balance.

Table 6-D
Project-Specific/RCIP General Plan Population, Housing and Employment Comparison

	THE VILLAGES OF LAKEVIEW SPECIFIC PLAN (Project's Land Use Plan)	Lakeview/Nuevo Area Plan (Table 2 of Area Plan)		RCIP General Plan (Table LU 2 of the General Plan)	
		Totals	Percentage Attributable to Proposed Project	Totals	Percentage Attributable to Proposed Project
Population	34,164[1]	80,312	42.53%	1,771,299	1.93%
Dwelling Units	11,350[2]	26,682	43.18%	591,209	1.92%
Workers	15,325[3]	36,028[3]	42.54%	794,605[3]	1.93%
Square Footage Commercial/ Retail	500,000	NA	NA	NA	NA
Jobs	1,000[4]	19,045	5.25%	685,375	0.15%

Notes: Following assumptions are described in Section 3.4 of the RCIP General Plan Draft Program EIR:
[1] Assumes 3.01 persons per dwelling unit.
[2] Assumes 11 du/ac for High Density Residential and 17 du/ac for Very High Density Residential land use designations.
[3] Based upon a Riverside County employment participation rate of 44.86 percent of population.
[4] Assumes 1 employee per 500 square feet of Commercial Retail land use designation.

6.3 ENVIRONMENTAL IMPACTS BEFORE MITIGATION

Project/Regional Growth Forecast Comparative Analysis

If implemented, the proposed project will construct a total of 11,350 dwelling units on the project site. The project site once completed (approximately 2020), will generate a total of approximately 34,164 persons based upon 3.01 persons per house used in the build-out population projections assumed in the Riverside County Integrated Project (RCIP), Appendix E, *Socioeconomic Build-out Projections Assumptions & Methodology*. The calculation used to determine the project's population is as follows:

(11,350 dwelling units) x (3.01 persons per dwelling unit) = 34,164 persons generated

The project population of 34,164 persons comprises 1.7% of the forecasted population for the entire Western Riverside Subregion in 2020 and 1.4% in 2030. For the unincorporated areas of Western Riverside County only, the project will constitute 5.1% of the forecasted population in 2020 and 4.1% in 2030.

THE VILLAGES OF LAKEVIEW Specific Plan also includes approximately 277 acres of "Town Center" which will be a mix of commercial and residential development. This commercial development will not exceed a maximum of 500,000 square feet of retail space. Using an employment generation factor of 1 employee per 500 square feet of retail commercial building

space (Appendix E of the RCIP General Plan), this project can be projected to generate 1,000 jobs. The calculation used to determine the project's job creation is as follows:

(500,000 ft^2 commercial area) x (1 employee / 500 ft^2 commercial area) = 1,000 employees

The creation of 1,000 new jobs comprises 0.14% of the forecasted employment for the Subregion in 2020 and 0.10% in 2030. For the unincorporated areas of Western Riverside County, the project will constitute a need for 0.60% of the forecasted employment in 2020 and 0.44% in 2030.

Design Considerations

The overall intensity of residential development within THE VILLAGES OF LAKEVIEW along a major transportation route permits the development of more efficient development and use of infrastructure and easy access to and from the community. The project also provides commercial and mixed-use development which will provide job opportunities in close proximity to the proposed housing. Dwelling unit types will range from single-family detached to multi-family housing to meet a variety of housing deeds and income levels. The Specific Plan also includes "green design" standards for incorporation into development to lessen energy consumption through the use of various construction methods, building materials, appliance and equipment standards, site design, and landscape placement. Through implementation of the project's Lakeview Green Design Program and MM Air 5, in the Air Quality Section (5.3) of the DEIR, energy consumption will be reduced to ~~15~~ 35-percent below current Title 24 requirements for building construction.

Consistency with Regional Plans

In their response to the Notice of Preparation (see Appendix A), the SCAG determined that the proposed project "is regionally significant" and should be reviewed for consistency with the regional plans affecting THE VILLAGES OF LAKEVIEW Specific Plan which include the SCAG Regional Comprehensive Plan and Guide (RCPG) and the 2004 Regional Transportation Plan (RTP). It was requested that the assessment state how the proposed plans will or will not support each regional plan and to cite specific policies in the regional plans that the proposed project supports. If inconsistencies are found, there should be an explanation and a rationalization for such inconsistencies. The project's consistency with these policies is discussed in **Table 6-E, Consistency with Regional Plans.**

Table 6-E, Consistency with Regional Plans

REGIONAL PLAN POLICY	
Regional Comprehensive Plan and Guide	
Growth Management Chapter (GMC)	***Project Consistency with Regional Plan Policy***
GMC Policy 3.01 *– The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*	THE VILLAGES OF LAKEVIEW Specific Plan project site has underlying designations of Agriculture with a Community Development Overlay, Rural Residential with a Community Development Overlay, Low Density Residential, Very Low Density Residential, Rural Mountainous, Open Space Conservation, and Commercial Retail as defined by the Riverside County Integrated Project (RCIP) General Plan's Lakeview Nuevo Area Plan. The proposed project would amend the general plan land use designations to reflect the Specific Plan's revised land use plan. The proposed project would not reflect SCAG's current population, housing, and jobs forecasts. THE VILLAGES OF LAKEVIEW Specific Plan is expected to contribute housing and jobs to the region but at a concentration exceeding SCAG's 2004 assessment. **C**
GMC Policy 3.03 *– The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*	The timing of other public facilities, utility systems, and transportation systems within the area is determined by the public agencies providing those services. THE VILLAGES OF LAKEVIEW Specific Plan will require expansion of all elements of GMC Policy 3.03 and will contribute to the necessary expansion through project related requirements to construct or pay "fair share" fees to finance the construction of infrastructure and public facilities needed to serve the project. Therefore, since the project proposes development intensity and infrastructure capacities in excess of previous growth projections, SCAG will have to reassess their established growth policies for this area. **I**
GMC Policy 3.04 *– Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*	THE VILLAGES OF LAKEVIEW Specific Plan proposes development of dwelling units with a variety of residential product types in densities ranging from Medium Density to Highest Density Residential. Through this variety of residential densities and product types, THE VILLAGES OF LAKEVIEW Specific Plan is providing a variety of higher density housing opportunities that could meet the needs of different income groups. This project meets the intent of GMC Policy 3.04. **C**
GMC Policy 3.05 *– Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.*	THE VILLAGES OF LAKEVIEW Specific Plan is located west of an existing urban development with scattered residential development south and west of the project site. Infrastructure in the area is limited and inadequate at the current design and capacity to meet the demands of the project. Development of THE VILLAGES OF LAKEVIEW can not rely on the existing facilities without extensive infrastructure improvements, however, the intensity of development associated with these improvements will reduce their cost, thereby being an efficient level of development consistent with SCAG's GMC Policy 3.05. **C**

GMC Policy 3.09 *– Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery and efforts to seek new sources of funding for development and the provision of services.*	THE VILLAGES OF LAKEVIEW Specific Plan project site is served by existing roads and existing water lines with limited capacity and other limited infrastructure at or near the project boundaries. Sewer services are not available to the project site. County of Riverside can use the Nuevo Development ~~Corporation's~~ Company's (Master Developer) assemblage of 2,800 contiguous acres as an opportunity to facilitate a development on a large scale that comprehensively implements the RCIP Vision and is able to not just pay fees and rely on others to implement, but to build facilities and build them early, if possible. Currently, Nuevo Development ~~Corporation~~ Company's is willing to facilitate the construction of a large portion of Ramona Expressway and other backbone infrastructure. Extensions, expansion, and new installation of water, sewer, storm drain facilities, and roadway expansion will be necessary for development to occur. Construction would be paid for and carried out by the project proponent or paid for through the "fair share" fees paid by THE VILLAGES OF LAKEVIEW Specific Plan and other development within the surrounding area. Therefore, the project offers opportunities to develop the necessary roadway and public service facilities within the area, thereby minimizing public agency costs to install these facilities consistent with the intent of this policy. **C**
GMC Policy 3.10 *– Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic viability and competitiveness.*	THE VILLAGES OF LAKEVIEW Specific Plan is a development proposal intended to implement the RCIP General Plan's vision. Implementing development proposals will be subject to the Riverside County development review process in effect at the time of application submittal. However, completion of THE VILLAGES OF LAKEVIEW Specific Plan will have no effect upon current or future implementation of the County's permitting process for private development projects. For this reason, GMC Policy 3.10 is considered to be not applicable to THE VILLAGES OF LAKEVIEW Specific Plan project. **NA**
GMC Policy 3.12 *– Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*	To encourage alternative modes of transportation and to be consistent with County of Riverside General Plan policies, the proposed THE VILLAGES OF LAKEVIEW Specific Plan incorporates an integrated trail and sidewalk system that provides pedestrian (walking and bicycling) access throughout the project to the project's residential uses, recreational uses, commercial areas, and the proposed grades K–8 school in order to reduce residents' reliance on the automobile to reach these destinations. However, due to the project's high population, confined commercial node, remote location from existing mass transit opportunities, and the project's and area's limited

	job availability, it is likely that most residents will have to rely on individual vehicular travel to reach their place of employment or shopping destinations. Therefore, access to and from the project area will require roadway expansion making the project inconsistent with a portion of GMC Policy 3.12. **I**
GMC Policy 3.13 *– Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and development.*	The project site is not an urbanized area nor could it be considered infill and is an area not currently served by transit operations. Riverside Transit Agency has one transit route traveling between the cities of Perris and Moreno Valley approximately 7.5 miles from the center of the project area. However, the project's design does not preclude future bus access to the site. Implementation of Mitigation Measure Trans 3 set forth in Section 4.14 of this Draft EIR, will facilitate any future expansion of transit service by the Riverside Transit Agency to directly serve the proposed project. Since the location of this project does not meet criteria for GMC Policy 3.13, the policy is not relevant to the consideration of THE VILLAGES OF LAKEVIEW. **NA**
GMC Policy 3.14 *– Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*	THE VILLAGES OF LAKEVIEW Specific Plan does propose to increase density, however it is not located at strategic points along the regional commuter rail, transit systems, or activity centers. The project in within a County area currently intended as a rural area with low density land uses that does not include an existing activity center. Additionally, the western tip of the project site is located approximately 1.5 miles from the nearest existing public transit service and substantially further from regional commuter rail service. Therefore, based on the current land use designations, and limited availability of the element cited for this policy, the proposed increase in density, at this location, does not supported GMC Policy 3.14. However, THE VILLAGES OF LAKEVIEW Master Developer is committed to discuss transit connections from the project to the proposed Perris Valley Line of the Metrolink commuter rail system. **I**
GMC Policy 3.15 *– Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*	The Riverside County General Plan implements this GMC Policy 3.15 by using community center designations and community development overlays to identify where it is appropriate to establish mixed-use clusters and transit-oriented developments that would encourage the creation of transit stations and along transit corridors. Although THE VILLAGES OF LAKEVIEW Specific Plan is within a community development overlay, it is not located within an area previously identified as appropriate for a transit-oriented development. Since the project does not meet the GMC Policy 3.15 criteria, the proposed project would not be supported. **I**
GMC Policy 3.16 *– Encourage developments in and around activity center, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*	The proposed THE VILLAGES OF LAKEVIEW Specific Plan, with its parks and mix use development, may create activity centers and the project site is along a transportation corridor. Therefore, the project is partially considered to be consistent with this policy. **C/I**

GMC Policy 3.17 *– Support and encourage settlement patterns, which contain a range of urban densities.*	THE VILLAGES OF LAKEVIEW Specific Plan project site is designated as Agriculture with a Community Development Overlay, Rural Residential with a Community Development Overlay, Low Density Residential, Very Low Density Residential, Rural Mountainous, Open Space Conservation, and Commercial Retail by the Riverside County General Plan's Lakeview Nuevo Area Plan. The proposed Specific Plan design creates an urbanized environment that includes medium-high density through very high density residential development, as well as potential school, community parks, retail, and retail/ residential mixed-use development, thereby providing a range of urban densities envisioned by this policy. However, this was not a settlement pattern envisioned for this area. The potential environmental impacts of the project area development pursuant to the RCIP General Plan were evaluated at the levels described above and were used in the preparation of the General Plan's Environmental Impact Report. Since THE VILLAGES OF LAKEVIEW Specific Plan proposes development at urban densities that is inconsistent with the existing settlement pattern envisioned by the Lakeview/Nuevo Area Plan it is considered to be inconsistent with GMC Policy 3.18. **I**
GMC Policy 3.19 *– SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.*	Within the eastern portion THE VILLAGES OF LAKEVIEW Specific Plan project site are several hundred acres of land designated by Riverside County as property suitable for inclusion in its Multi-Species Habitat Conservation Plan. Most of this land has not been heavily disturbed and remains in its natural state. THE VILLAGES OF LAKEVIEW Specific Plan has designated most of this area as "Open Space" therefore the project is considered to be consistent with GMC Policy 3.19. **C**
GMC Policy 3.20 *– Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*	Section 5.4 of this DEIR discusses potential impacts upon biological resources. That section discusses potential impacts to endangered plants and animals and the potential for impacts to riparian habitat. Although there are vernal pools on site, they will be avoided and no impact will occur. All potential impacts to biological resources can be avoided or mitigated to below the level of significance. Therefore, THE VILLAGES OF LAKEVIEW Specific Plan project is consistent with GMC Policy 3.20. **C**
GMC Policy 3.21 *– Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*	Potential impacts to cultural resources and archaeological sites are addressed in detail in Section 5.5 Cultural of this DEIR. The project site was surveyed for cultural resources and sensitive cultural sites were found on THE VILLAGES OF LAKEVIEW Specific Plan project property. Disturbance of these sites can be avoided or mitigated. Additionally, by following construction-specific mitigation measures, potential impacts to any unknown cultural resources accidentally discovered during grading will be reduced to below the level of significance. Through the avoidance of sensitive sites and the implementation of the mitigation

	measures, THE VILLAGES OF LAKEVIEW Specific Plan will be consistent with GMC Policy 3.21. **C**
GMC Policy 3.22 *– Discourage development, or encourage the use of special design requirements, in areas of steep slopes, high fire, flood, and seismic hazards.*	THE VILLAGES OF LAKEVIEW Specific Plan site is located within an area that is subject to high fire, and adjacent to a flood hazard. The site is characterized by relatively flat topography with rugged hills to the southeast. The land use plan for the Specific Plan designates the hilly area as Open Space and avoids the placement of habitable structures within the 100-year flood plain. Therefore, THE VILLAGES OF LAKEVIEW Specific Plan is consistent with GMC Policy 3.22. **C**
GMC Policy 3.23 *– Encourage: mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*	Potential project-related impacts that would affect the quality of life in the project environment have been addressed throughout THE VILLAGES OF LAKEVIEW Specific Plan DEIR. Where possible design consideration and/or mitigation measures have been included that will reduce the potential for impact to noise, biological and ecological resources, seismic hazards, and maintain adequate emergency response. All feasible mitigation measures related to these issues are set forth in those sections relevant to the discussion of the impacts and will be implemented during development of THE VILLAGES OF LAKEVIEW Specific Plan. Therefore, THE VILLAGES OF LAKEVIEW Specific Plan is consistent with GMC Policy 3.23. **C**
GMC Policy 3.24 *– Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*	THE VILLAGES OF LAKEVIEW Specific Plan proposes development of dwelling units, with a variety of residential product types, in densities ranging from Medium-High Density to Very High Density Residential. Under the Specific Plan, it is possible to develop one or more product types within an individual planning area provided that the development is consistent with the project's design guidelines. The County does not have an implemented program that coincides with this project to assure an increased supply of affordable housing. Through the variety of residential densities and product types, THE VILLAGES OF LAKEVIEW Specific Plan will be providing homes at the going market rate, yet the variety of housing opportunities are not likely to meet the needs of the lower and median income groups. Although this project has the opportunity to increase the supply and quality of housing within Riverside County, it will not meet the needs of a full range of affordable housing needs and therefore is inconsistent with GMC Policy 3.24. **I**
GMC Policy 3.27 *– Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*	THE VILLAGES OF LAKEVIEW Specific Plan is a mixed-use project that will provide a variety of residential product types, parks, trails and recreational facilities, and three grade K–8 schools. The project includes 155 acres of parks and three grade K–8 schools which will be public facilities available most of which will be equally available to all members of the community. Park facilities within the gated communities will be private. Community services, such as health care, social services, law enforcement, and fire protection, are provided by local agencies and beyond the scope of THE VILLAGES OF LAKEVIEW Specific Plan,

	although "fair share" fees for most of these services will be paid by the project pursuant to county and state requirements. THE VILLAGES OF LAKEVIEW Specific Plan is considered to be consistent with GMC Policy 3.27. **C**
GMC Air Quality Chapter Action (GMC-AQA)	
GMC-AQA 5.07 *- Determine specific programs and associated actions needed (e.g. indirect source rules, enhanced use of telecommunication, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*	THE VILLAGES OF LAKEVIEW Specific Plan incorporates an integrated trail/sidewalk system that provides pedestrian access from throughout the project to the project's residential, commercial, and recreational uses and the proposed elementary schools in order to reduce residents' reliance on the automobile to reach these destinations. However, the establishment of new programs and associated actions to create options to SCAG's command and control regulations is the responsibility of SCAG and beyond the scope of this project. For this reason, GMC-AQA 5.07 not considered to be applicable to THE VILLAGES OF LAKEVIEW Specific Plan project. **N/A**
GMC-AQA 5.11 *- Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*	This DEIR considers potential project-related impacts to air quality (Section 5.3. Air Quality), land use (Section 5.9. Land Use and Planning) and transportation (Section 5.14 Transportation/Traffic), as well as other potentially significant impacts. Some, but not all, of the impacts in these categories associated with THE VILLAGES OF LAKEVIEW can be mitigated. This DEIR is prepared and processed pursuant to the State CEQA Guidelines, and Riverside County's local guidelines for implementing CEQA. The environmental document review process set forth in these regulations have been complied with and will ensure the opportunity for review and comment by all appropriate levels of government. Therefore, THE VILLAGES OF LAKEVIEW Specific Plan and its related-DEIR are consistent with GMC-AQA 5.11. **C**
Open Space Chapter Ancillary Goals (OS)	
Open Space Chapter Ancillary Goals (OS) Policy 9.01 *– Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*	The proposed THE VILLAGES OF LAKEVIEW Specific Plan incorporates 155 acres of public and school parks, recreation centers, multi-use trails, and open space areas to provide outdoor recreational amenities to the future residents of the project and the surrounding area. THE VILLAGES OF LAKEVIEW Specific Plan is consistent with this policy. **C**
OS Policy 9.02 *– Increase the accessibility to open space lands for outdoor recreation.*	THE VILLAGES OF LAKEVIEW Specific Plan incorporates 155 acres of public and private community parks and recreation centers. Multi-use trails and open space areas to provide outdoor recreational amenities to the future residents of the project and the surrounding area exceed 1,000 acres within the specific plan. Development of the project will not interfere with the current accessibility to any open space lands. Therefore, THE VILLAGES OF LAKEVIEW Specific Plan project will be consistent with OS Policy 9.02. **C**
OS Policy 9.03 *– Promote self-sustaining regional recreation resources and facilities.*	Regional recreational facilities within Riverside County are provided by the Riverside County Regional Park and Open-Space District. Riverside County Ordinance No. 659.6 establishes a developer impact fee to mitigate the cost of

	public facilities needed to serve new development. Portions of the fees set forth in Ordinance No. 659.6 are designated for regional parks and for regional multi-purpose trails. Payment of these mitigation fees by this project is considered its fair share and adequate contribution toward mitigation for impacts upon regional parks and regional multi-purpose trails. However, the project includes over 50 acres of regional parkland set aside within the site for this purpose. Therefore, THE VILLAGES OF LAKEVIEW Specific Plan is considered to be consistent with OS Policy 9.03. **C**
OS Policy 9.04 *– Maintain open space for adequate protection of lives and properties against natural and man-made hazards.*	THE VILLAGES OF LAKEVIEW Specific Plan is located within an area where open space needs to be maintained in order to provide adequate protection of lives and properties against natural and man-made hazards. The Specific Plan proposes fuel modification zones or parklands between all development sites adjacent to the high fire hazard areas and/or flood plains. These protective measures make THE VILLAGES OF LAKEVIEW Specific Plan project compliant with OS Policy 9.04. **C**
OS Policy 9.05 *– Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.*	To avoid hazards from "rock fall" and wildfires, development has been held back from the base of the Lakeview Mountains. The Specific Plan proposes fuel modification zones or park lands between all development sites adjacent to the high fire hazard areas and/or flood plains. The project site is located adjacent to Ramona Expressway with access to Interstate 215 and as designed it will have significant available access for emergency equipment. Therefore, THE VILLAGES OF LAKEVIEW Specific Plan is consistent with OS Policy 9.05. **C**
OS Policy 9.07 *– Maintain adequate viable resource production land, particularly lands devoted to commercial agriculture and mining operations.*	Much of the project site is currently used for agricultural uses. Agricultural and rural residential designated land use in the area are to be converted to high density residential and commercial uses, which are not entirely reflective of the land use designations within the RCIP General Plan's Lakeview Nuevo Area Plan. All portions of THE VILLAGES OF LAKEVIEW project site with Agriculture Land Use are also designated with a Community Development Overlay (CDO) that permits a mix of land uses. Riverside County approved the CDO with the adoption of the RCIP in 2003. Based on the land use designation assigned by Riverside County and the loss of state-designated Farmland, development of the project will not be consistent with this SCAG policy. **I**
OS Policy 9.08 *– Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*	Section 5.4. Biology of this DEIR discusses potential impacts upon biological resources. This section discusses potential impacts to endangered plants and animals and the potential for impacts to riparian habitat and vernal pools. All potential impacts to biological resources can be avoided or mitigated to below the level of significance. Additionally, the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) addresses the development of well-managed viable ecosystems and habitats for rare, threatened, and endangered species and wetlands. Approximately 964.4 acres of the Specific Plan

	Area are designated as conservation. THE VILLAGES OF LAKEVIEW Specific Plan has been found consistent with the MSHCP. Therefore, THE VILLAGES OF LAKEVIEW w Specific Plan project is consistent with OS Policy 9.08. **C**
GMC Water Quality Chapter Recommendation and Policy Options (GMC-WQ)	
GMC Water Quality Chapter Recommendation and Policy 11.07 *– Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*	Stormwater from THE VILLAGES OF LAKEVIEW Specific Plan will be directed into a subsurface stormwater system within the project site that will connect with Riverside County Flood Control District facilities. Water treatment and service will be provided by the Eastern Municipal Water District (EMWD). Currently, the project area lacks the appropriate infrastructure to provide the necessary services, however, it is the intent of EMWD to expand existing facilities and to include the development and use of reclaimed water within the project area. This project would not affect or obstruct any EMWD goals and policies regarding reclaimed water. Reclaimed water will be utilized by the project where and when it is available. Therefore, THE VILLAGES OF LAKEVIEW Specific Plan project is consistent with this policy. **C**
Regional Transportation Plan (RTP), ~~Adopted 2004~~ Adopted 2008	
RTP Goals 1. *Maximize mobility and accessibility for all people and goods in the region.* 2. *Ensure travel safety and reliability for all people and goods in the region.* 3. *Preserve and ensure a sustainable regional transportation system.* 4. *Maximize the productivity of our transportation system.* 5. *Protect the environment, improve air quality and promote energy efficiency.* 6. *Encourage land use and growth patterns that complement our transportation investments.* 7. *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*	THE VILLAGES OF LAKEVIEW Specific Plan project is not a transportation improvement project and will not establish a new transportation system although it may necessitate significant changes to the existing transportation system. THE VILLAGES OF LAKEVIEW Specific Plan project will support the *Adopted 2004~~.~~8 Regional Transportation Plan (RTP)* goals by: improving or maintaining a Level of Service (LOS) C/D or better during the peak traffic hours wherever possible; improving and widening all roadways bordering the site to the ultimate full- or half-section widths required; implementing Specific Plan Green Design Standards and DEIR Air Quality mitigation measures including building a transit center, and locating the development adjacent to Ramona Expressway~~.~~ a future CETAP corridor. Air quality will not be "improved" by the project as no additional development could actually improve air quality in the basin. However, the project provides many design features such as the planting of 50,000 trees, energy efficient systems, compact building design, provision of trails and transit facilities (Specific Plan No. 342, Section B.12, Green Design); and the DEIR includes many mitigation measures targeted specifically at reducing air quality and greenhouse gas emissions (See Section 5.3, Air Quality, mitigation measures **MM Air 1 through MM Air 12**). Therefore, the project is partially consistent with the air quality aspect of RTP G5. RTP Goal G7 relates more directly to the County and its overall strategy for highway and roadway security than to a specific development project such as THE VILLAGES OF LAKEVIEW. The project is required to build a fire station to ensure adequate emergency personnel and equipment are housed in proximity to the project, so to the extent applicable, the project is consistent with RTP G7. THE

	VILLAGES OF LAKEVIEW Specific Plan is considered to be consistent with RTP goals G1 through G7 goals. **C**
RTP Policy 1 *– Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.* *Mobility – Transportation systems should meet the public need for improved access, and for safe, comfortable, convenient, faster, and economical movements of people and goods.* *Accessibility – Transportation systems should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.* *Environment – Transportation systems should sustain development and preserve the existing system and the environment.* *Reliability – Transportation systems should have reasonable and dependable levels of service by mode.* *Safety – Transportation systems should provide minimal accident, death, and injury.* *Equity/Environmental Justice – The benefits of transportation investments should be equitably distributed among the ethnic, age, and income groups.* *Cost-Effectiveness – Maximize return on transportation investment (all trips). Air Quality, Mobility, Accessibility, and Safety.*	THE VILLAGES OF LAKEVIEW Specific Plan project is not a transportation improvement project and will not establish a new transportation system nor create significant changes to the existing transportation system. THE VILLAGES OF LAKEVIEW Specific Plan project will support the *Mobility* and *Accessibility* objectives by: improving or maintaining a Level of Service (LOS) C/D or better during the peak traffic hours wherever possible; improving and widening all roadways bordering the site to the ultimate full- or half-section widths required; and locating the development adjacent to Ramona Expressway. Project related impacts upon traffic and transportation are discussed in Section 5.14 of the Draft EIR. The mitigation measures, set forth in that section, require specified improvements to the local transportation network, in order to reduce potential impacts to below the level of significance, wherever possible. THE VILLAGES OF LAKEVIEW Specific Plan has the potential to increase the LOS levels at many intersections. However, the project proponent is constructing or contributing to a fair share fund to improve the already adverse conditions at several area intersections. Project development will result in on- and off-site road improvements that will benefit persons of all social and economic groups, who utilize these roads. Road improvements meet established design requirements for public safety. The proposed THE VILLAGES OF LAKEVIEW Specific Plan incorporates an integrated trail and sidewalk system that provides pedestrian access from throughout the project to the project's residential, commercial, recreational uses, and the proposed school sites in order to reduce residents' reliance on the automobile to reach these destinations. THE VILLAGES OF LAKEVIEW Specific Plan project is consistent with this RTP Policy. **C**
RTP Policy 2 *– Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.*	THE VILLAGES OF LAKEVIEW Specific Plan project is not a transportation improvement project but it will require the expansion of the transportation system with regard to highway expansion. Currently, there is not a multi-modal transportation system in the project vicinity. However, based on the development intensity proposed by this project and other proposed projects within this area, it is likely that there will be a need for system expansion to meet future needs. However, since the project itself is not associated with the operations of multi-modal transportation systems, and is not an operation under the jurisdiction of the project proponent, RTP Policy 2 is considered to be not applicable

	to THE VILLAGES OF LAKEVIEW Specific Plan project. **N/A**
RTP Policy 3 *– RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and subregions.*	The project site is currently designated in the Riverside County General Plan for: Agriculture, Very Low Density Residential, Low Density Residential, and Light Industrial all with a Community Development Overlay; and Rural Residential, Very Low Density Residential (Rural Community), Rural Mountainous, Commercial Retail, and Open Space - Conservation land uses. The Community Development Overlay permits mixed uses and higher densities as are proposed in THE VILLAGES OF LAKEVIEW Specific Plan. This overlay has the potential to change current expected trend of growth strategies utilized by SCAG. Since the land use designations are approved by the governing body, Riverside County, SCAG will need to work out collaborative implementation programs with the County for this subregion and RTP Policy 3 is not considered to be applicable. **N/A**

COMPASS/Growth Visioning Principles	
Growth Visioning – The following "Regional Growth Principals" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents:	
Principle 1: *Improve mobility for all residents* • *Encourage transportation investments and land use decisions that are mutually supportive.* • *Locate new housing near existing jobs and new jobs near existing housing.* • *Encourage transit-oriented development.* • *Promote a variety of transit choices.*	THE VILLAGES OF LAKEVIEW Specific Plan will increase the development density within the Lakeview area, some of which is expected with the Community Development Overlay. The project site is along Ramona Expressway, which is a portion of the Mid County Parkway Corridor, where an increase in development density would be more acceptable. However, the higher residential density is not located near existing jobs nor is there a variety of transit choices available to this area. The proposed intent of the project is to create areas with an intermixing of commercial and high density residential that could encourage internal, site specific, transit-oriented development. Based on the lack of transit choice available in the Lakeview/Nuevo area, the project's residents will have to rely on their own vehicles for transportation when commuting to work or to find goods and services out of the area until such time that there may be additional job opportunities in the immediate area and/or other transit choices become available. Although development of the Mid County Parkway and the project proposed improvements to Ramona Expressway will aid in the improvement of mobility for all residents, there are not a variety of transit choices available nor proposed that would secede in implementing Principal 1. For these reasons, THE VILLAGES OF LAKEVIEW Specific Plan is not considered to be consistent with "Growth Visioning" Principle 1. **I**
Principle 2: *Foster livability in all communities.* • *Promote infill development and redevelopment to revitalize existing communities.* • *Promote developments, which provide a mix of uses.* • *Promote "people scaled," walking communities.*	THE VILLAGES OF LAKEVIEW Specific Plan does not foster infill development because it is proposed in a rural agriculturally based community that would not necessitate infill development or have the need for revitalization of the existing community. **I** A portion of THE VILLAGES OF LAKEVIEW Specific Plan is

• *Support the preservation of stable, single-family neighborhoods.*	within a Community Development Overlay which permits a mix of uses. Accordingly, the Specific Plan proposes a mix of commercial and high-density residential uses consistent with the intent of this policy. **C** THE VILLAGES OF LAKEVIEW Specific Plan incorporates a mix-use trail and sidewalk system that provides pedestrian access from throughout the project along the public rights-of-way to and from the project's residential, commercial, and recreational uses and the proposed schools in order to reduce residents' reliance on the automobile to reach these destinations. **C** THE VILLAGES OF LAKEVIEW Specific Plan proposes a mix of Medium-High Density to Very High Density Residential development that would build approximately 11,350. Of those units only 2,520, or 22 percent, would be developed into single-family neighborhoods within an area of Riverside County that was envisioned as a rural community of single-family neighborhoods. Therefore, the development of THE VILLAGES OF LAKEVIEW as a whole would not support the preservation of existing single-family neighborhoods within the Lakeview area. **I** For these reasons, THE VILLAGES OF LAKEVIEW Specific Plan changes the dynamics of an existing community and is not considered to be entirely consistent with "Growth Visioning" Principle 2.
Principle 3: *Enable prosperity for all people.* • *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.* • *Support educational opportunities that promote balanced growth.* • *Ensure environmental justice regardless of race, ethnicity or income class.* • *Support local and state fiscal policies that encourage balanced growth.* • *Encourage civic engagement.*	THE VILLAGES OF LAKEVIEW Specific Plan proposes development of dwelling units, with a variety of residential product types in densities ranging from Medium-High Density to Very High Density Residential. Through this range of residential densities and product types, THE VILLAGES OF LAKEVIEW Specific Plan provides a variety of housing opportunities to meet the needs of most income groups. **C** As part of THE VILLAGES OF LAKEVIEW Specific Plan, three potential school sites have been identified. The development of these facilities will be based on the need of the school district. **C** The land use design for THE VILLAGES OF LAKEVIEW Specific Plan places the highest density residential development along the Ramona Expressway. Typically the higher the density the greater the likelihood that the units will be more affordable to those of lower incomes. The location of the higher density dwelling units in close proximity to a high volume highway will subject the residents to greater noise and air quality impacts. Therefore, the placement of what is likely to be the most affordable dwelling units next to the highway within the project does not ensure environmental justice to those of lower income levels. **I**

	At present there are no local or state fiscal policies requested of the project that would encourage balanced growth. The project by design is dominantly high density residential with limited inclusion of commercial or job producing uses. Without area wide policies and oversight it is unlikely any one project will establish a balance. **N/A** For these reasons, THE VILLAGES OF LAKEVIEW Specific Plan cannot be considered to be consistent with all of "Growth Visioning" Principle 3.
Principle 4: *Promote sustainability for future generations.* • *Preserve, rural, agricultural, recreational and environmentally sensitive areas.* • *Focus development in urban centers and existing cities.* • *Development strategies to accommodate growth that uses resources efficiently eliminate pollution and significantly reduce waste.* • *Utilize "green" development techniques.*	THE VILLAGES OF LAKEVIEW Specific Plan proposes to eliminate approximately 900 acres of agricultural and rural designated lands, although some of this land has been designated with a Community Development Overlay by Riverside County which would permit alternative land uses. As part of the project over 1,000 acres of environmentally sensitive land will be set aside and preserved as open space. **I** THE VILLAGES OF LAKEVIEW Specific Plan is not focused within an urbanized center nor an existing city. It is on the outskirts of a suburban area that continues to grow west of the project site. **I** The creation of high density development is a better use of limited resources and allows opportunity for more efficient modes of transit to be introduced. **C** THE VILLAGES OF LAKEVIEW Specific Plan encourages various techniques to be used throughout the development as a means of including environmentally friendly "green" alternatives to standard development practices. **C** For these reasons, THE VILLAGES OF LAKEVIEW Specific Plan cannot be considered as entirely consistent with "Growth Visioning" Principle 4.

Aspects of THE VILLAGES OF LAKEVIEW Specific Plan are consistent with the regional and local growth forecasts, policies, and goal of the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG) Policies and the SCAG Regional Transportation Plan (RTP). The project proposes a development style encouraged by SCAG which includes compact, high density residential and mix-use development, accessible to a major roadway, and with preservation and accessibility to open space. However, the project increases the intensity of development potential compared to that previously assumed by SCAG for this portion of Riverside County. The location of the project is outside of an area forecast for growth due to the limited availability of sewer service, jobs, transit opportunities, and community centers. Additionally, as proposed, the project does not offer sufficient employment or low-income housing opportunities making it inconsistent with several SCAG policies and principals as summarized below:

GMC Policy 3.01 - stipulates that SCAG prepares and plans population, housing, and jobs forecasts that reflect local plans and policies, to develop region recommendations. Since this project exceeds the population and housing forecast used by SCAG for this area it goes beyond the impacts anticipated by SCAG.

GMC Policy 3.12 – deals with programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike. The Specific Plan is designed to: accommodate future transit service, provide trails, sidewalks, and paseos to promote pedestrian and bicycle use. In addition, the project creates a new large community along a planned transportation corridor. All these aspects of the project are consistent with the policy. Although these features will help residents get around within the community without using vehicles, the project site is currently a great distance from existing transit routes and over 14 miles from large employment centers, thus requiring roadway expansion and increased vehicle miles traveled in association with work-related trips which is in conflict with this policy.

GMC Policy 3.14 – although the project proposes high density development as this policy describes, it is not being located within an existing strategic point along a commuter rail system or activity center.

GMC Policy 3.15 – although the project proposes mixed-use development and high density residential as required by this policy, the project is not located within an area previously identified as appropriate for a transit-oriented development.

GMC Policy 3.24 – encourages efforts to provide affordable housing, yet the affordability range of homes proposed for the project as analyzed in Section 5.11 Population/Housing indicates that the proposed sales prices of the homes will not be within a range that qualifies them as affordable housing for low or moderate income families.

OS Policy 9.07 – requests the maintaining of viable resource production land devoted to commercial agriculture. As analyzed in the Agricultural Resources Section (5.2) of the DEIR, existing agricultural uses and hundreds of acres of state-designated Farmland will be lost as a result of the project.

COMPASS/Growth Visioning

Principle 1: *Improve mobility for all residents.* This principle focuses on transportation investments and land use decisions that are mutually supportive; the location of new housing near existing jobs and new jobs near existing housing; encouraging transit-oriented development; and promoting a variety of transit choices. THE VILLAGES OF LAKEVIEW is not located near existing job centers nor is there a variety of transit choices currently available to this area.

Principle 2: *Foster livability in all communities.* This principle promotes infill development and redevelopment to revitalize existing communities; promotes developments which

provide a mix of uses, promotes "people scaled" walking communities; and support the preservation of stable, single-family neighborhoods. The project is a mixed-use development which promotes walking communities. However, the project is of a size and scale that it would not be considered infill development. The existing community of Lakeview, located adjacent to the project, is designated as a County Redevelopment Area. Although this project does not propose to directly revitalize Lakeview, the project will provide such services as libraries and trails which could indirectly promote upgrades/redevelopment within Lakeview. Although the dwellings proposed within the project will be multi-family and single-family, the "village" concept is designed to create new, stable, neighborhoods.

Principle 3: *Enable prosperity for all people.* This principle promotes a variety of housing types to meet the housing needs of all income levels; educational opportunities that promote balanced growth; environmental justice regardless of race, ethnicity or income class; supports local and state fiscal policies that encourage balanced growth; and encourages civic engagement. The project provides a range of housing types/pricing but will not provide affordable units to those in the low-income category. Additionally, the most affordable housing in the higher density ranges are proposed closest to Ramona Expressway where they will be subject to air and noise impacts. In addition to public schools, THE VILLAGES OF LAKEVIEW community is planned to provide educational opportunities for all ages on many topics relevant to balanced, sustainable growth which can encourage civic engagement.

Principle 4: *Promote sustainability for future generations.* This principle addresses several issues: preservation of rural, agricultural, recreational and environmentally sensitive areas; focusing development in urban centers and existing cities; promoting development strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste; and utilize "green" development techniques. The project promotes sustainable practices in many ways, including preserving over 1,000 acres of environmentally sensitive areas and recreational open space, however, no agricultural land is saved by the project. The project allows for on-site composting in one planning area which will reduce the waste stream. The project location, however, is not near existing urban centers or cities.

Consistency or inconsistency with SCAG regional policies does not result in physical changes to the environment and therefore, no significant effects on the environment.

NOTE: Items referenced on CDs #1 - #4, herein, are available on CDs but the CDs are no longer numbered in this fashion for purposes of the FEIR.

7.0 OTHER CEQA TOPICS

The State CEQA Guidelines stipulate several other topics and general content requirements to be addressed in environmental impact reports. Those applicable to this project include: cumulative impacts (Section 15130), unavoidable adverse impacts (Section 15126(b)), growth inducing impacts (Section 15126(f)), and Irreversible Changes to the Environment (15126.2(c)). The following addresses each of these general CEQA topics.

In addition to other reference documents, the following references were used in the preparation of this section of the DEIR:

- County of Riverside, *CEQA Findings of Fact and Statement of Overriding Considerations of the Board of Supervisors of the County of Riverside for the 2003 Riverside County General Plan*, October 7, 2003. (Available at www.rctlma.org/generalplan/findings.html) (CEQA Findings of Fact and Statement of Overriding Considerations)
- U.S. Fish and Wildlife Service, *Biological Opinion and Take Permit for Western Riverside County MSHCP*, June 22, 2004. (Available at www.fws.gov/carlsbad/WRV_MSHCP_BO.htm)
- Riverside County, *Western Riverside County Multiple Species Habitat Conservation Plan Volume 4 - Final EIR/EIS*, June 17, 2003. (Available at County of Riverside.)

7.1 Cumulative Impact Analysis

The California Environmental Quality Act (CEQA) requires that an EIR examine the cumulative impacts associated with a project, in addition to project-specific impacts. The discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone (CEQA Guidelines Section 15130(b)).

As stated in the CEQA Guidelines, an EIR "shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable (Section 15130(a)). "Cumulatively considerable" means that "the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects as defined in Section 15130" (Section 15065(c)). Section 15355 of the CEQA Guidelines states that "cumulative impacts" occur from "…the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

A cumulative impact is not considered significant if the impact can be mitigated to below the level of significance through mitigation, including providing improvements and/or contributing funds through fair share fee-payment programs designed to alleviate the cumulative impact. The

EIR must examine "reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project" (CEQA Guidelines Sections 15130(a)(3) and 15130(b)(5)).
CEQA Guidelines Section 15130(b)(1) requires that a discussion of cumulative impacts be based on either a list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact. This DEIR utilizes the "summary of projections," or "plan" approach and/or the "list" approach in the cumulative analysis, as appropriate for each issue area. Section 15130(d) of the CEQA Guidelines states that, "Previously approved land use documents such as general plans, specific plans, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impact analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have been adequately addressed, as defined in Section 15152(f), in a certified EIR for that plan." Additionally, if a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact. (Section 15130(e) of the CEQA Guidelines)

The cumulative impact analysis is based on information contained in the Riverside County Integrated Project General Plan Final Program Environmental Impact Report and Draft Program EIR (SCH No. 20022051143) certified by the Riverside County Board of Supervisors on October 7, 2003. These documents are utilized because the geographic area addressed in the two documents encompasses not only the project site, but all portions of Riverside County surrounding the project site that could be potentially impacted by the proposed project's contribution to cumulative impacts. Both of these documents are hereby incorporated by reference. The two documents are available for review at the locations cited for these documents in Section 9.0, References, of this DEIR and are summarized in the following discussion.

The cumulative discussion in the County General Plan EIR analyzes the cumulative effects of the entire Riverside County Integrated Project (RCIP) including the General Plan, MSHCP, and CETAP. In addition, the cumulative analysis considers the build-out of not only the County unincorporated areas, but the build-out of all incorporated cities within the County.

Cumulative Analysis Setting

This cumulative analysis setting discussion describes the range of environmental impacts covered by the Riverside County Integrated Project General Plan Final Program Environmental Impact report and Draft Program EIR. Because these documents describe potential project related and cumulative impacts at build-out, background information is included below that describes both the existing condition and the build-out condition of this geographic area, as analyzed by these documents. This information facilitates a full understanding of the scope of

change envisioned within the cumulative impact area of which the project is a part and upon which the below analysis of cumulative impacts is based.

Riverside County General Plan

On October 7, 2003, the County of Riverside approved the General Plan component of the RCIP. The General Plan describes anticipated future growth over the long-term and includes the development of land uses policies and land use maps to guide the future development of Riverside County. THE VILLAGES OF LAKEVIEW Specific Plan project site is located within Riverside County General Plan's Lakeview/Nuevo Area Plan. The adopted land use plan for the Lakeview/Nuevo Area Plan (**Figure 7.1-1, Riverside County General Plan Lakeview/Nuevo Area Plan**) shows the anticipated future growth in those portions of Riverside County within proximity to the project site and within which the project site is located. The RCIP General Plan Final Program Environmental Impact Report and Draft Program EIR (RCIP EIR) certified by the Riverside County Board of Supervisors on October 7, 2003 evaluated the potential environmental impacts associated with a theoretical build-out of all unincorporated areas which is expected to occur in 2037 or possibly later. The cumulative impacts analysis included both unincorporated County areas and cities located within the County. The projections developed and analyzed in this DEIR, estimated potential population, dwelling units, and employment for unincorporated areas of the County. The General Plan's land uses served as the basis for these projections. The Riverside County General Plan reflects the past, present, and probable future development for that area within which THE VILLAGES OF LAKEVIEW Specific Plan is located and its Program EIR described and evaluated the conditions contributing to area-wide and regional cumulative impacts.

The Riverside County Board of Supervisors found that despite adoption of all feasible mitigation measures, implementation of the Riverside County General Plan would result in significant cumulative impacts to 19 issue areas. Of the 19, five cumulative impacts related to agricultural lands, aesthetic/visual effects of urbanization, air quality, biological resources, and water resources, were also found to be significant and unavoidable (Finding of Fact for Riverside General Plan Impacts and Mitigation Measures, Table following page 41 of the *CEQA Findings of Fact and Statement of Overriding Considerations of the Board of Supervisors of the County of Riverside for the 2003 Riverside County General Plan,* October 7, 2003). The Board of Supervisors adopted the Riverside County General Plan because "in its view, the economic, social, and other benefits that the project will produce will render the significant effects acceptable" and issued a Statement of Overriding Considerations. (Resolution No. 2003-488).

Table 7.1-A, Distribution of General Plan Land Use: Cities and Unincorporated Areas, shows a summary of land uses as described in the RCIP EIR. The projections of population, number of dwelling units, number of workers, square footage of employment uses and the number of jobs that were used in the environmental analysis of the Riverside County General Plan (contained in the RCIP EIR) are set forth in **Table 7.1-B, Projections at Build-Out by Riverside County General Plan**. These tables show that at build-out of the Lakeview/Nuevo Area Plan, there will be a total of 80,312 persons, 26,682 dwelling units, 36,028 workers, 14,040,194 square feet of employment uses, and 18,020 jobs within this community plan area. The percentage of the population, housing and employment projected to exist at build-out of the Lakeview/Nuevo Area Plan and the Riverside County General Plan as a whole, that will be

generated by the proposed project is shown in **Table 7.1-C, Project-Specific/RCIP General Plan Population, Housing and Employment Comparison**.

Additionally, known projects within the vicinity of the proposed project which may not have been incorporated into the RCIP EIR analysis, as shown in the Traffic Section of this DEIR on **Figures 5.14-8a** and **8b**, and **Table 5.14-K, Cumulative Developments within Project Study Area,** were incorporated into the cumulative impact analysis for Air Quality, Transportation and Traffic, and Noise impacts. See also updated figures for SCAG projections, from those used in the RCIP EIR, in Section 6.0, Consistency With Regional Plans.

At the time the RCIP EIR was certified, the Western Riverside County MSHCP EIR was certified but not ratified by U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG). On June 22, 2004, the CDFG and the USFWS approved and issued permits for the Western Riverside MSHCP. Related to biological resources then, the Western Riverside County MSHCP EIR will be utilized because it analyzed the cumulative effects of development on many of the sensitive species in Western Riverside County, and it has been acknowledged by both USFWS and CDFG. This document is hereby incorporated by reference. The document is available for review at the location cited in Section 9.0, References, of this DEIR and is summarized in the Biological Resources discussion of cumulative impacts, below.

Table 7.1-A, Distribution of Existing Land Use: Cities and Unincorporated Areas

	Countywide (acres)	Unincorporated (acres)	Within Cities (acres)
Residential			
Medium density residential	42,989	38,171	4,817
Single Family Detached	104,295	32,525	71,770
Attached Dwelling Units	26,925	4,335	22,589
High Density	67	7	60
Mobile Homes	10,092	4,995	5,096
Total Residential	184,371	80,035	104,335
Commercial			
Retail/Office	13,530	1,798	11,731
Tourist/Commercial Recreation	2,144	621	1,523
Total Commercial	15,674	2,420	13,254
Industrial			
Light Industrial/Business Park	7,496	1,578	5,918
Heavy Industrial	457	346	110
Mineral Extraction	11,760	10,416	1,344
Warehouse	4,945	2,875	2,070
Total Industrial	24,660	15,216	9,443
Recreation/Open Space			
Natural	7,132	5,981	1,151
Natural (Reserve)	54,386	51,489	2,896
Natural (USFS)	775,987	773,834	2,151
Recreation	26,967	9,489	17,477
Agriculture	339,261	266,926	72,335
Water	59,537	54,904	4,633
Total Recreation/Open Space	1,263,273	1,162,626	100,645
Public Facilities			
Utilities	54,502	32,117	22,385
Other Public Facilities	5,579	3,139	2,440
Schools	7,828	1,707	6,118
Total Public Facilities	67,908	36,963	30,944
Vacant	3,071,672	2,869,430	202,242
Other	311	214	96
TOTAL	**4,627,871**	**4,166,908**	**460,962**

Source: Table 4.2.A of RCIP Draft Program EIR

Table 7.1-B, Projections at Build-Out by Riverside County General Plan Area Plan

Area Plan	Population	Dwelling Units	Workers[1]	Square Footage[2]	Jobs
Western County					
Eastvale	56,901	18,904	25,526	20,662,224	34,439
Elsinore	86,175	28,629	38,658	28,010,287	43,919
Harvest Valley-Winchester	137,459	45,667	61,664	31,028,354	45,218
Highgrove	9,803	3,257	4,398	5,498,797	6,898
Jurupa	98,158	32,611	44,034	95,696,789	110,989
Lake Mathews-Woodcrest	73,432	24,396	32,941	3,363,485	6,622
Lakeview-Nuevo	80,312	26,682	36,028	14,040,194	18,020
Mead Valley	42,765	14,208	19,184	16,859,643	25,649
The Pass	60,299	20,033	27,050	7,785,392	12,586
Reche Canyon-Badlands	6,985	2,320	3,133	1,342,149	1,815
REMAP	115,147	38,770	51,655	8,865,800	17,754
San Jacinto Valley	76,192	25,313	34,180	1,797,503	4,484
Southwest	152,021	50,505	68,197	27,962,645	54,808
Sun City-Menifee	194,526	64,627	87,264	44,970,425	95,889
Temescal Valley	56,208	18,674	25,215	18,036,528	22,819
Western County Subtotal	**1,246,383**	**414,596**	**559,127**	**325,920,215**	**501,909**
Eastern County					
Desert Center	16,240	5,468	7,285	1,193,435	2,638
Eastern Coachella Valley	84,381	28,411	37,853	68,073,085	87,087
Palo Verde	41,508	13,976	18,620	16,505,842	25,818
Western Coachella Valley	186,304	62,729	83,576	78,316,775	94,773
Eastern County Subtotal	**328,433**	**110,584**	**147,334**	**164,089,137**	**210,316**
Countywide Total	**1,574,814**	**525,179**	**706,461**	**490,009,352**	**712,224**
Other Countywide Total					
March Inland Port	334	111	--	--	38,588
Remaining Unincorporated	96,699	32,559	43,379	--	--
Countywide Total with Other	**1,671,848**	**557,849**	**749,840**	**490,009,352**	**750,812**

Source: Table 4.1.A of RCIP Draft Program EIR

Notes: [1] Based on a Riverside County employment participation rate of 44.86 percent

[2] Includes all projected development within the Commercial Retail, Commercial Tourist, Commercial Office, Light Industrial, Heavy Industrial, Business Park, and Community Center land use designations.

Table 7.1-C
Project-Specific/RCIP General Plan Population, Housing and Employment Comparison

	THE VILLAGES OF LAKEVIEW Specific Plan (Project's Land Use Plan)	Lakeview/Nuevo Area Plan (Table 2 of Area Plan)		RCIP General Plan (Table LU 2 of the General Plan)	
		Totals	Percentage Attributable to Proposed Project	Totals	Percentage Attributable to Proposed Project
Population	**34,164**[1]	**80,312**	**42.53%**	**1,771,299**	**1.93%**
Dwelling Units	**11,350**[2]	**26,682**	**43.18%**	**591,209**	**1.92%**
Workers	**15,325**[3]	**36,028**[3]	**42.54%**	**794,605**[3]	**1.93%**
Square Footage Commercial/ Retail	**500,000**	**NA**	**NA**	**NA**	**NA**
Jobs	**1,000**[4]	**19,045**	**5.25%**	**685,375**	**0.15%**

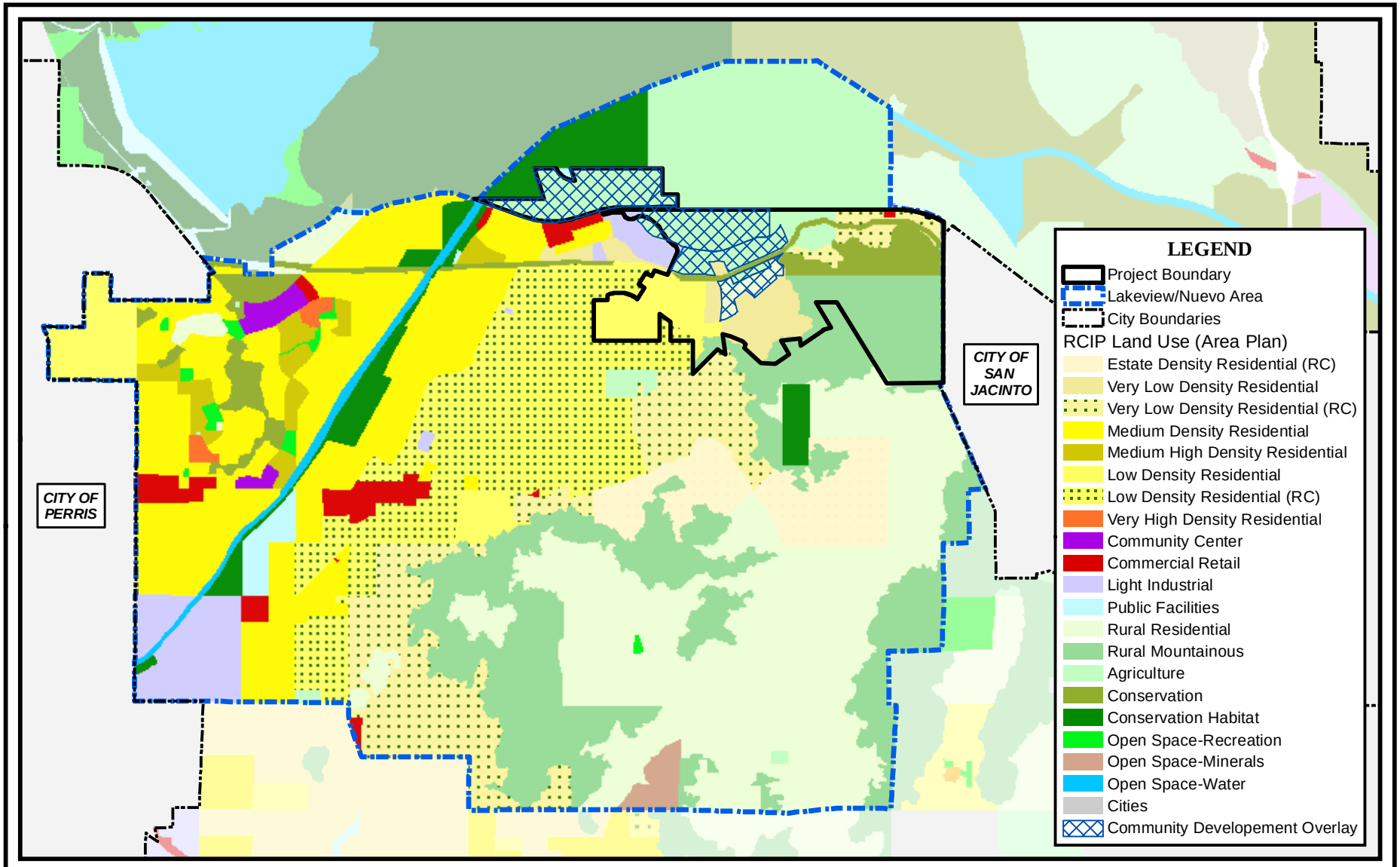
Notes: Following assumptions are described in Section 3.4 of the RCIP General Plan Draft Program EIR:

[1] Assumes 3.01 persons per dwelling unit.

[2] Assumes 11 du/ac for High Density Residential and 17 du/ac for Very High Density Residential land use designations.

[3] Based upon a Riverside County employment participation rate of 44.86 percent of population.

[4] Assumes 1 employee per 500 square feet of Commercial Retail land use designation.



Source: Riverside County RCIP, Oct. 2003 (Rev. Sept. 2007)

ALBERT A. WEBB ASSOCIATES

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Figure 7.1-1

Riverside County General Plan (Lakeview/Nuevo Area Plan)

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Assessment of Cumulative Impacts

Aesthetics

A number of proposed development projects will be built, if approved, along several miles of Ramona Expressway between Perris and Lakeview, a County Eligible Scenic Highway. (See **Table 5.14-K, Cumulative Developments Within the Project Area** and **Figure 5.14-8a**, for all cumulative projects, including those located along Ramona Expressway.) This will change the character of the foreground views from vacant, natural open space, and agriculture to ornamental landscaping and buildings within planned communities. The current RCIP General Plan designations for these areas located east of Perris and west of Lakeview are currently ~~residential~~ Residential, Commercial ~~commercial~~, and Community Center Designations ~~community center~~ south of Ramona. The majority of the land located north of Ramona Expressway is located within the Lake Perris State Recreation Area Land located north of Ramona and south of the Lake Perris Recreation Area is designated in the General Plan for Rural Community uses. Thus, even under the existing RCIP General Plan, the visual character along Ramona Expressway will change over time as the General Plan builds out and prominent scenic vistas open to the public will be lost.

For this reason, even the existing RCIP General Plan land uses are considered cumulatively significant by the County of Riverside. As stated in the RCIP EIR, "future development within Riverside County and development in surrounding [cities] would result in the intensification of urban uses as well as conversion of open space into urban land uses. . . . The conversion of open space to urban uses would result in a significant unavoidable [cumulative] impact by causing the obstruction of existing open views as well as potentially obstructing distant panoramic views from existing development; therefore, implementation of the proposed General Plan will cumulatively contribute significantly to the loss of visual character of the County." Therefore, because the project is located adjacent to approximately 4.5 miles of Ramona Expressway, will convert hundreds of acres of agricultural open space to urban uses, and may block some views of the Lakeview Mountains from the Ramona Expressway, it will contribute considerably to this effect, therefore, the aesthetic impacts of the proposed project are considered **cumulatively significant.**

The County of Riverside Board of Supervisors found that "no additional mitigation is available to address the conversion of open space to urban land uses. This impact remains significant and unavoidable [in the RCIP EIR]. The Board also finds that specific economic, legal, social, technological, or other considerations identified in the Statement of Overriding Considerations support approval of the project as modified by the adopted mitigation measures despite unavoidable residual impacts." (Page 6 of the "Findings of Fact for Riverside General Plan Impacts and Mitigation Measures" table located in the CEQA Findings of Fact and Statement of Overriding Considerations adopted by the Board of Supervisors on October 7, 2003.)

With respect to the project, **MM Aesthetics 2** which addresses landscaping and enhancement of foreground views to the Lakeview Mountains, and Alternatives 1, 2, 3, and 5 which all retain more agricultural open space than the proposed project, reduce but do not eliminate this

cumulatively significant impact; especially when Alternative 1 is no development at all and Alternative 2 is development of the RCIP General Plan land uses which are considered cumulatively significant. Therefore, because the proposed project will contribute cumulatively to a significant and unavoidable change in visual character through conversion of open space to urban uses, as defined in the County General Plan EIR, cumulative impacts will remain **significant and unavoidable after consideration of mitigation measures and alternatives.** A Statement of Overriding Considerations will be required prior to project approval.

Other types of scenic resources are site-specific (e.g., trees, rock outcroppings, etc.) and they do not contribute to cumulative impacts to scenic resources. As well, the obstruction of any prominent scenic vista or view open to the public by on-site uses or the creation of an aesthetically offensive site open to public view are localized and not considered cumulative.

Light and glare from this project will add cumulatively with other new light sources in the area to the overall ambient increase in nighttime light which could affect Palomar Observatory. Adherence by all proposed development projects in the area to Riverside County Ordinance No. 655 will ensure that cumulatively projects avoid interfering with nighttime astrological observations at the Mt. Palomar Observatory. The proper shielding of lights, limitation on hours, and the use of lighting types as identified in Ordinance No. 655 will ensure that the proposed project will have a **less than significant cumulative** impact on activities at the Observatory with the implementation of required regulations.

Air Quality

Criteria Pollutants

The portion of the South Coast Air Basin within which the project is located is designated as a non-attainment area for ozone, PM-10, and PM-2.5 under both state and federal standards.

The RCIP General Plan EIR identifies air quality impacts associated with the cumulative effects of land uses designated within that plan. In the RCIP General Plan EIR the County of Riverside Board of Supervisors found that air quality impacts remain significant and unavoidable even after mitigation is implemented. The Board also found that specific economic, legal, social, technological, or other considerations identified in the Statement of Overriding Considerations supported approval of the project as modified by the adopted mitigation measures, despite unavoidable residual impacts. (Page 6 of the "Findings of Fact for Riverside General Plan Impacts and Mitigation Measures" table located in the CEQA Findings of Fact and Statement of Overriding Considerations adopted by the Board of Supervisors on October 7, 2003.)

The proposed project land uses are more intense than the general plan land uses (which are evaluated as Alternative 2 in Section 8.0). Since the project emissions exceed standards substantially with mitigation measures implemented for all criteria pollutants except SO_2 both regionally and locally during both the construction and operation of the proposed project, and the portion of the SCAB within which the proposed project is located is designated as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under both state and federal

standards, the project is considered **cumulatively significant and unavoidable**. Therefore, a Statement of Overriding Considerations will be required prior to project approval.

Greenhouse Gases (GHG)

Regarding GHG emissions, a project that shifts the location of where someone lives or works, by itself, may or may not contribute new GHG emissions. For example, someone may move from Northern California to THE VILLAGES OF LAKEVIEW development, and while this would likely increase emissions within the SCAB, it would not necessarily result in the generation of more GHG emissions globally. However, if a person moves from one location, with long commutes and a land use pattern that requires substantial energy use, to a project location that promotes shorter and fewer vehicle trips, more walking and less energy use, the move could potentially result in a reduction in generation of global GHG emissions.

A GHG inventory was prepared for THE VILLAGES OF LAKEVIEW Specific Plan (TVOL or project) by ENVIRON International Corporation (Environ) to identify both the one-time emissions and annual emissions that are expected to occur each year after build-out of the proposed project development (Appendix C (CD #3)). The following analysis is a summary of this report.

In addition to identifying the proposed project's emissions, the report also quantifies a Business as Usual (BAU) scenario. BAU, as used in this analysis, represents the GHG emissions that would occur from a community that would be built today without the project design features and energy reduction commitments made by THE VILLAGES OF LAKEVIEW Specific Plan. (See Section 5.3, Air Quality, or the Environ report for more details about how this was calculated.

This inventory was prepared as a worst-case analysis. For example, it assumes that all emissions from TVOL are "new," in the sense that, absent the development of the project, these emissions would not occur. Given the global nature of GHG emissions, "new" global GHG emissions are those caused by economic growth and population growth (births); local development projects accommodate such growth.

As an example of why these are worst-case emissions, these emissions are estimated assuming that there are no reductions in GHG-generating activities over time the carbon intensity of the electricity supply system and transportation system do not change in the future. This assumption is clearly an over-simplification, as the measures incorporated into California Global Warming Solutions Act of 2006 (AB 32) mandate change in both areas and would reduce future GHG emissions from the development. Accordingly, a semi-quantitative assessment of the impacts of currently implemented rules on GHG emissions from electricity production and vehicle travel is included.

In order to put the GHG emission inventory into context and justify an improvement heading towards meeting the reduction goals set for 2020, it is necessary to compare the GHG emission inventory expected for TVOL to the GHG emissions that would occur from a community that would be built pursuant to Business as Usual (BAU). This represents the GHG emission inventory if things were continued to be built according to current standards.

Accordingly, the proposed project has incorporated numerous greenhouse gas emissions reductions measures for construction and operational activities. Under the BAU scenario, emissions are estimated to result in approximately 192,771 tonnes CO_2e/year representing 0.0402% of California's 2004 total CO_2 emissions. Emissions reductions measures and project design features are estimated to reduce emissions by 28.6% below BAU as shown in **Table 5.3-Z, Comparison of Mitigated Project-to BAU Before Pavley**. With implementation of emissions reduction measures, CO_2e. Greenhouse gas emissions would be reduced to approximately 137,637 tonnes CO_2e/year, representing 0.0287% of California's 2004 total CO_2 emissions. This 28.6% reduction is consistent with the goals of AB 32, ARB's Recommended Approaches for Setting Interim Significance Thresholds and SCAQMD's Draft Staff Greenhouse Gas Significance Threshold guidance to reduce emissions levels to 1990 by 2020.

By reducing the proposed project's emissions approximately 28.6% below BAU, the proposed project mitigates its cumulative greenhouse gas emissions impacts as specified in AB 32 in compliance with section 15064(h). This greenhouse gas cumulative mitigation obligation imposed by the lead agency is more than double the 11% target set forth for the new residential and commercial development sector in the ARB Scoping Plan.

Because it is a reasonably foreseeable regulation at this point in time, the analysis also included the vehicular emissions reductions based on the federal fuel efficiency waiver for light duty cars and trucks. Emissions reductions with the waiver in place are estimated to reduce emissions by 46% below BAU as shown in **Table 5.3-AA, Comparison of Mitigated Project-to BAU Including Pavley**. With implementation of these vehicle emissions reduction measures, CO_2e, greenhouse gas emissions would be reduced to approximately 103,569 tonnes CO_2e/year, representing 0.0216% of California's 2004 total CO_2 emissions. This 46% reduction exceeds the goals of AB 32, ARB's Recommended Approaches for Setting Interim Significance Thresholds and SCAQMD's Draft Staff Greenhouse Gas Significance Threshold guidance to reduce emissions levels to 1990 by 2020.

In considering the determination of whether a project may have a significant impact on the environment, CEQA Guidelines Section 15064(h)(3) provides that a "lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem." Under section 15064(h)(3), a qualifying mitigation plan or program must be either "specified in law" or adopted by the public agency with jurisdiction over the affected resource through a public review process. The overall reduction goal of AB 32 – reducing California's 2020 greenhouse gas emissions to 1990 levels– is specified in law, and thus serves as the cumulative impact mitigation standard for climate change analysis as authorized by section 15064(h)(3). The ARB has determined that absent AB 32 and other California climate change laws and mandates, California's projected 2020 greenhouse gas emissions would be 596 million metric tonnes carbon dioxide equivalent ($MMTCO_2E$). ARB has also determined that California's 1990 greenhouse gas emissions were 427 $MMTCO_2E$. Accordingly, California needs to reduce its 2020 emissions by 169 $MMTCO_2E$, or 28.3 percent below the BAU 2020 projection, to meet the AB 32 greenhouse gas reduction mandate specified in law.

ARB estimates that the overwhelming majority (over 85%) of California's greenhouse gas emissions derive from combustion of fossil fuels, and the ARB "Scoping Plan" for developing regulations to assure compliance with the 2020 greenhouse gas target makes clear that the single most important source of greenhouse gas reductions – comprising 18 percent of the necessary greenhouse gas reductions is increasing fuel efficiency for light duty cars and trucks, which will in turn result in fewer greenhouse gas emissions per vehicle mile traveled (VMT). Implementation of this vehicular fuel efficiency measure requires a federal waiver under the Clean Air Act. As discussed in Section 5.3, Air Quality, Related Regulations, it appears likely that the waiver will be granted which will lead to substantial greenhouse gas emissions across the state.

ARB has also identified more than two dozen sectors of economic activity that comprise California's other major sources of greenhouse gas emissions, and the Scoping Plan sets out compliance targets for each of these sectors. Increasing electric and natural gas efficiency, for example, have targets of 15.2 $MMTCO_2E$ and 4.3 $MMTCO_2E$, respectively. Increasing the number of solar systems on rooftops would yield another 2.1 $MMTCO_2E$ of greenhouse gas reductions, and systems for increased water efficiency, use of reclaimed water, and similar water reduction measures result in another 2 $MMTCO_2E$ of targeted greenhouse gas reductions.

The sole measure exclusively aimed at new residential and commercial development is targeted to achieve reductions of 5 $MMTCO_2E$ in the ARB Scoping Plan, comprising approximately 3% of the total targeted 169 $MMTCO_2E$ reduction for greenhouse gas reductions as of 2020. Other sector requirements that apply to both existing and new buildings overlap with the energy efficiency standards, water utilization and system efficiency standards, transportation sector improvements, and waste recycling and reduction measures. The ARB Scoping Plan groups many of these types of measures, as applied to retrofits of existing built structures as well as newly constructed structures, as "Green Building" standards, and targets reductions of 26 $MMTCO_2E$ from these practices. Although existing structures are and will continue to vastly outnumber new structures through the 2020 AB 32 compliance date, this EIR conservatively assumes that half of these Green Building reductions - 13 $MMTCO_2E$, or approximately 8% of the 167 $MMTCO_2E$ target - must be achieved from newly constructed buildings. Using this conservative methodology for allocating 8% of greenhouse gas reductions to new buildings, and 3% to land use and transportation features of new commercial buildings, both as described above under the ARB Scoping Plan, collectively approximately 11% of the greenhouse gas reductions required to achieve the AB 32 target has been allocated to the new residential and commercial development sector.

Because the regulations implementing the Scoping Plan have not yet been adopted, and the federal fuel efficiency waiver for light duty cars and trucks (Pavley waiver) has not yet been granted, reliance on ARB's Scoping Plan as a section 15064(h) regulatory plan that parses out differential compliance obligations under AB 32 between various economic sectors based on the economic and technical feasibility factors and other applicable greenhouse gas reduction allocation standards set forth in AB 32 is not yet supported by substantial evidence.

Even though THE VILLAGES OF LAKEVIEW project will fully meet the 28.3% greenhouse gas reduction standard specified in law, it will also be necessary for many third party agencies – including but not limited to ARB, EPA, regional transportation planning authorities, local

agencies, and local air districts – to adopt and fully implement the ARB Scoping Plan and achieve corresponding greenhouse gas reduction requirements applicable to numerous other economic sectors. As the lead agency for this EIR, the County lacks the authority to compel these third party agencies to adopt or implement these AB 32 Scoping Plan components. However, the County concludes that the adoption and implementation of these requirements is within the responsibility and jurisdiction of these other public agencies, and these requirements can and should be adopted and implemented by these other agencies.

Notwithstanding the absence of any formal criteria for determining the level of significance of a project's cumulative contribution to climate change impacts at this time, the VILLAGES OF LAKEVIEW project will be implementing mitigation measures **MM Air 4** through **12** which address energy conservation and community-wide efficiency measures. Additionally, the project has been developed with relatively high-density residential and mixed uses which incorporate features like pedestrian oriented design that aim to reduce vehicle trips and trip length in turn reducing GHG emissions. Thus, the County concludes that project greenhouse gas emissions are considered **cumulatively considerable,** and therefore **significant**, based on the need for third party agency regulatory action to achieve the goals of AB 32 and the proposed project's total greenhouse gas emissions in anticipation of stringent thresholds to be adopted by the agencies.

Toxic Air Contaminants

Toxic air contaminants (TACs) are chemicals generally referred to as those contaminants known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. There are hundreds of air toxics, and exposure to these pollutants can cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. In 2000, the SCAQMD released the Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-II). The addition of diesel particulate toxicity dramatically increases carcinogenic risk. The modeled cancer risk for diesel particulates for this site is approximately 1,000 in one million. This cancer risk is what residents are currently exposed to in this part of the Basin. In January 2008, the SCAQMD released the Draft Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES III). The draft report completed the 90-day public review on April 4, 2008. The Final report was released in September 2008. The ten monitoring sites remained the same as the MATES II for the MATES III study, with the exception of the Wilmington Station moving 2.5 miles east.

The nearest stationary source of TAC emissions to the project site is the Nutrilite Facility located south of Planning Area 26 and west of Planning Area 38 depicted in **Figure 5.3-1, Nutrilite Facility Location**. Since the Nutrilite Facility currently operates in close proximity to the proposed project, its effects on the project were evaluated to determine if significant health risks to future residents can be expected. This facility is involved with vitamin and food supplement manufacturing. A Health Risk Assessment (HRA) was prepared for this facility and potential cancer health risks associated with the operations of the Nutrilite plant were found to be 3.92 in one million, significantly less than the 10 in one million threshold, and impacts are **less than significant**. These emissions will contribute to the overall cancer risk in the area but do not represent a cumulatively considerable contribution.

Diesel particulate matter (DPM) is also a TAC of concern throughout the entire Basin because of its toxicity. The addition of diesel particulate toxicity dramatically increases carcinogenic risk. According to the MATES-II results, the modeled cancer risk for diesel particulates at the Rubidioux Station, nearest to the project site, is approximately 1,000 in one million. The Draft MATES III results show that the modeled cancer risk for diesel particulates at the Rubidioux Station is approximately 950 in one million. This cancer risk is what residents are currently exposed to in the Rubidioux portion of the Basin. This location is less then a half-mile south of SR-60 and 1.3 miles west of the Santa Ana River. The Rubidioux Station is approximately 20 miles northwest from the project site. The SR-60 freeway is approximately 6.5 miles north and the I-215 is approximately 6.5 miles west of the project site which represents the nearest major transportation corridors. Therefore, existing conditions in Lakeview are likely less impacted by diesel as opposed to the Rubidioux Monitoring Station, however, an HRA was prepared for Ramona Expressway with long-term cumulative development in mind.

When the Base Case scenario for project-generated traffic as well other projects within the area (cumulative projects), are considered for 2020 using the expressway build-out scenario, sensitive receptors located within approximately 400 meters to the south and 200 meters to the north of Ramona Expressway will be exposed to cancer risks greater than 10 in one million. Additionally, some areas within approximately 125 meters to the south of the Ramona Expressway show cancer risks above 25 in one million. The maximum cancer risk reported for the Base Case scenario with project and cumulative traffic, ranged from 6.5 to 28.3 in one million within 630 meters of the Ramona Expressway. Comparison of without and with project traffic indicates that the project traffic alone in 2020 on the Ramona Expressway accounts for cancer risk between 2.4 and 8.5 in one million. These risk levels resulting from the project alone do not exceed the 10 in one million threshold and would be less than significant if taken alone. However, traffic other than project traffic will exist on the highway and 8.5 out of a maximum of 28.3 in one million represents 30 percent of the total cumulative with project risk which is substantial and considered **cumulatively significant.** In conclusion, all modeled scenarios for cancer risk are above the SCAQMD threshold of significance set at 10 in one million. The Base Case expressway scenario with and without the project showed a lower number of excess cancer risks compared to the Base Case Alternative 1 and 2 freeway scenarios. The impacts are considered **cumulatively significant** with respect to the construction of a sensitive receptor (e.g., residences, schools, etc.) within one mile of an existing substantial point source emitter, in this case, the Ramona Expressway.

Agriculture

One of Riverside County's most important land uses in terms of historic character and economic strength, is its widespread and diverse agriculture lands. Agriculture production is one of the largest industries in terms of dollar value in the County and competes successfully in the global economy. According to the Riverside County Office of the Agricultural Commissioner's (OAC) *2005 Agricultural Production Report*, gross valuation for agricultural production within the County represented approximately $1.17 billion, an increase of approximately $37 million from 2004. According to the California Department of Finance 2005 financial and economic data for California and Riverside County, the total economic value of Riverside County Agriculture is representative of approximately 3 percent of California's total agricultural value. It is clear that

agricultural uses provide important employment opportunities for many County residents. Agricultural uses also preserve a lifestyle choice that is synonymous with the County's history and character. In fact, it is agriculture that defines the unique character of many communities in Riverside County, and helps to define the edges of and provide separation between developed areas.

Full build-out of the proposed project will result in the conversion of the existing agricultural uses to non-agricultural uses. Such conversion of farms and agricultural operations is occurring throughout the Lakeview/Nuevo area. The project site currently contains an 89-acre poultry farm containing approximately 1.2 million chickens, a 150-acre thoroughbred farm, and approximately 950 acres of productive row crops or fallow land. At the time of circulation of the Notice of Preparation for this DEIR, less than 10 residences existed on the site, some of which have subsequently been removed. The Lakeview/Nuevo planning area as a whole is characterized by its agriculturally productive lands, and there are several dairies, row crops, and other chicken ranches adjacent to the project. The project does not accommodate the continuation of these commercial agricultural activities.

The project site is identified as having Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. Prime Farmland includes lands with the best combination of physical and chemical features for the production of agricultural crops. Portions of the project site will be developed ("Developed Area") as residential, commercial, educational, roads, and other built items. Other portions of the site will not be developed ("Un-Developed"). (See **Figure 5.2-1**.) The Un-Developed Area includes open space, conservation, MWD Property, the Greenbelt, and the Central Park. Including both the Developed and Un-Developed areas of the project site, Prime Farmland encompasses approximately 367 acres of the project site, of which 289 acres are planned for development. Farmland of Statewide Importance encompasses approximately 246 acres, of which 205 acres is planned for development. And Unique Farmland encompasses approximately 23 acres, of which 1 acre is planned for development. Farmland of Local Importance is designated by the Department of Conservation but is not specifically addressed in the CEQA Checklist. However, as indicated in the Riverside County General Plan (Open Space Element, Chapter 5, OS-14), these soils have locally significant economics importance. Farmland of Local Importance encompasses approximately 839 acres of the total project site. Approximately 741 acres of Farmland of Local Importance will be Developed Area.

Figure 8-2, Farmland Designations in the Lakeview/Nuevo Area of Riverside County, shows that many areas surrounding the project site are currently Designated Farmland of varying types. Most farmland will be lost to development under the County General Plan. One measure of protection given such lands is a General Plan land use classification which promotes agricultural uses. The Lakeview/Nuevo Area Plan shows 826 acres of agriculturally designated land at build-out within the project site. The project includes approximately three acres of agriculture (community garden), after mitigation.

The RCIP EIR evaluated the potential environmental impacts upon agriculture in Riverside county resulting from build-out of the RCIP General Plan. The RCIP EIR stated that the amount of unincorporated land actively utilized for agricultural uses totaled 266,926 acres, of which

132,183 acres were designated "prime" farmland, 42,096 acres as "statewide important" farmland and 37,726 acres as "unique" farmland. The RCIP General Plan designates approximately 180,177 acres for agricultural use at build-out (see **Table 7.1-D, RCIP Projected RCIP General Plan Land Use Acreage at Build-Out**). In the Lakeview/Nuevo Area Plan a total of 2,031 acres are designated for agricultural use. Assuming all agriculturally designated land will be in active agricultural use at General Plan build-out, there will be a loss of approximately 62,084 acres of agricultural land countywide. The RCIP EIR determined that this loss of prime agricultural lands will be a significant unavoidable impact and that it would contribute to a cumulative adverse impact. Since the project increases this loss, it is found to be **cumulatively significant** with respect to loss of agricultural uses and Designated Farmland.

The Riverside County Board of Supervisors found that "there are no feasible mitigation measures or alternatives that the Board could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and immitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the Board finds that specific economic, legal, social, technological, or other considerations identified in the Statement of Overriding Considerations support approval of the project [RCIP GP] despite unavoidable residual impacts." (Page 2 of the "Findings of Fact for Riverside General Plan Impacts and Mitigation Measures" table located in the CEQA Findings of Fact and Statement of Overriding Considerations adopted by the Board of Supervisors on October 7, 2003.)

To achieve the objectives of the project and bring in needed housing, which is consistent with planned land uses, the cumulative loss of farmland cannot be avoided. Alternative 3, which eliminates development north of Ramona Expressway, reduces the project's direct impact on agriculture and Designated Farmland, but cannot avoid or lessen to less than significant levels these impacts. Mitigation measures **MM Ag 2** and **3** address preservation of agricultural land both on and off site, but direct impacts are not reduced to less than significant.

As discussed in Section 5.2, the DEIR identifies mitigation measures and Alternatives to the project (Section 8.0) which will lessen but not reduce to less than significant the potential impacts of the project with respect to Designated Farmland of importance to the State and County, therefore cumulative impacts will remain significant and unavoidable.

Other mitigation measure strategies have been considered, but none were determined to be feasible (Section 5.2). Riverside County General Plan policies attempt to retain, protect, and encourage agricultural uses. The policies listed in Section 5.2, Agricultural Resources, of this DEIR require the County to seek out available funding for farmland conservation, encourage conserving productive agricultural lands and preserve prime agricultural lands, and encourage the combination of agriculture with other compatible open spaces in order to provide an economic advantage to agriculture. Even if these actions are implemented and in place today, development pressure within Western Riverside County is causing agriculture land to be used for providing homes and businesses at a rate of 8.5 percent annually. The County has already determined, and this project DEIR concludes, that there are no additional feasible mitigation measures or policies listed in the Riverside County General Plan available to reduce direct or indirect adverse impacts to less than significant levels because a net loss of agricultural land will

occur if the project or one of its Alternatives is approved. Therefore, because the proposed project will contribute cumulatively to the loss of agricultural uses and Designated Farmland through conversion to non-agricultural uses, impacts are **significant and unavoidable.** A Statement of Overriding Considerations will be required prior to project approval.

Table 7.1-D, Projected RCIP General Plan Land Use Acreage at Build-Out

General Plan Foundation Component	Land Use Category	Western Riverside County – Area Plans: Eastvale	Elsinore	Harvest Valley/ Winchester	Highgrove	Jurupa	Lake Mathews/ Woodcrest	Lakeview/ Nuevo	Mead Valley	The Pass	Reche Canyon/ Badlands	REMAP[1]	San Jacinto Valley	Southwest	Sun City/ Menifee Valley	Temescal Canyon	Remaining Unincorporated Outside of Area Plans	Eastern Riverside County – Area Plans: Desert Center	Eastern Coachella Valley	Palo Verde Valley	Western Coachella Valley	Remaining Unincorporated Outside of Area Plans	Totals
Agriculture	Agriculture	122	0	0	2	20	66	2,031	0	2,261	762	7,513	8,678	475	179	492	0	865	41,403	114,613	695	0	**180,177**
Rural	Rural Residential	0	2,898	1,408	40	97	8,833	4,873	5,523	4,302	1,914	66,977	2,178	57,180	1,574	580	0	62	4,843	1,874	20,170	0	**185,326**
	Rural Mountainous	0	14,934	3,396	590	0	3,283	4,122	715	22,971	7,888	21,803	13,054	18,915	2,670	3,226	0	21	0	0	760	0	**118,348**
	Rural Desert	0	0	0	0	0	0	0	0	2,969	0	0	0	0	0	0	0	0	4,849	2,192	12,609	0	**22,619**
Rural Community	Estate Density Residential	0	1,876	1,732	0	0	4,844	1,044	79	700	1,269	9,729	522	3,693	2,448	910	0	0	266	965	105	0	**30,182**
	Very Low Density Residential	0	101	0	0	0	10,584	2,091	8,093	3,841	247	202	153	203	2,450	296	0	0	8	1,867	718	0	**30,854**
	Low Density Residential	0	402	380	0	6,292	1,403	3,009	1,031	197	59	0	1,001	234	701	601	0	0	60	32	0	0	**15,402**
Open Space	Open Space Conservation	657	234	915	1,190	465	1,785	794	46	23,216	4,194	704	6,458	3,812	689	5,474	0	2	447	57	2,727	13	**53,879**
	Open Space Conservation Habitat	0	51,338	3,010	0	1,442	9,756	947	1,428	0	15,755	286,197	3,272	32,688	0	20,610	0	0	200,678	0	107,941	468,178	**1,203,240**
	Open Space Water	399	341	2,705	22	1,247	2,805	212	0	16	2,284	1,196	3,866	1,367	60	661	0	0	50,726	416	4,415	2,083	**74,821**
	Open Space Recreation	636	398	1,929	299	1,090	77	100	15	2,105	1,305	2,249	1,480	1,488	1,221	794	0	213	2,333	134	2,524	0	**20,390**
	Open Space Rural	0	7,462	0	0	1,309	1,101	0	0	0	10,211	108,477	4,984	7,610	0	2,251	0	173,530	94,524	154,080	69,126	1,302,343	**1,937,008**
	Open Space Mineral Resources	0	1,398	0	0	224	0	148	0	0	290	0	511	0	0	2,565	0	613	737	0	2,174	0	**8,660**
Community Development	Estate Density Residential	0	251	0	0	414	0	126	0	23	0	237	7	993	864	36	0	36	288	0	1,905	0	**5,180**
	Very Low Density Residential	0	4,725	2,442	97	127	968	494	0	1,295	0	3,651	1,286	93	45	165	0	267	288	29	446	0	**16,418**
	Low Density Residential	432	2,451	1,147	265	1,953	1,135	1,031	0	1,079	163	8	1,190	562	479	175	0	115	72	0	335	0	**12,592**
	Medium Density Residential	4,360	5,026	7,150	1,173	3,352	1,551	3,388	414	1,542	0	1,432	3,909	8,127	11,259	2,413	0	400	6,438	597	8,713	0	**71,244**
	Medium High Density Residential	242	339	970	5	859	391	370	0	178	0	0	251	1,771	1,693	748	0	75	1,384	128	1,499	0	**10,903**
	High Density Residential	61	20	188	21	303	0	0	0	104	0	13	177	200	106	134	0	22	669	31	1,143	0	**3,192**
	Very High Density Residential	0	220	2	17	70	0	66	0	3	0	0	91	171	205	26	0	7	322	0	128	0	**1,328**
	Highest Density Residential	28	0	0	2	19	0	0	0	1	0	0	24	6	0	5	0	0	0	0	0	0	**85**
	Commercial Retail	229	1,106	913	142	1,342	212	448	110	394	39	369	459	781	958	356	0	116	1,260	151	1,174	0	**10,559**
	Commercial Tourist	0	17	400	0	9	0	8	0	5	16	3	242	260	1	97	0	137	1,416	123	398	0	**3,132**
	Commercial Office	0	150	2	5	13	51	0	0	12	0	0	193	185	99	5	0	0	57	0	14	0	**786**
	Light Industrial	468	1,082	846	306	3,811	100	1,141	479	176	74	59	0	592	602	1,251	0	177	3,193	895	4,507	0	**19,759**
	Heavy Industrial	0	0	253	0	1,253	0	8	0	12	0	0	0	0	0	0	0	10	433	54	36	0	**2,059**
	Business Park	78	69	257	39	1,313	0	25	793	5	0	0	0	515	224	106	0	1,291	578	280	180	0	**5,753**
	Public Facility	74	181	1,644	49	544	2,358	174	300	168	1,615	1,036	1,353	1,468	297	366	0	7,800	2,415	3,703	2,314	0	**27,859**
	Community Center	0	171	0	0	0	0	131	327	0	0	0	0	0	0	51	0	0	41	0	0	0	**721**
Other Land Uses, Overlays and Policy Areas	Rural Community -Estate Density Residential 2	0	0	0	0	0	0	406	0	0	0	0	0	162	164	0	0	0	0	0	0	0	**732**
	Glen Eden Policy Area	0	728	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**728**
	Medium Density Residential	0	0	0	0	0	0	558	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**558**
	Vista Santa Rosa Policy Area	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,941	0		0	**3,941**
	Business Park Overlay	0	100	0	0	374	0	0	0	0	0	0	0	0	0	0	0	0	466	0	0	0	**940**
	Community Center Overlay	460	0	457	0	276	0	0	0	0	0	0	0	51	1,286	0	0	0	0	0	0	0	**2,530**
	Community Retail Overlay	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**43**
Other	City	0	27,781	0	0	0	0	0	20,431	41,157	32,707	0	32,334	34,964	0	24,187	0	0	13,443	16,521	165,539	0	**409,064**
	Freeways	139	507	0	129	627	0	0	0	690	249	0	151	153	325	400	0	1,084	1,465	241	1,780	0	**7,940**
	March ARB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,579	0	0	0	0	0	**7,579**
	Indian Lands	0	0	0	0	0	0	0	0	30,718	0	36,701	4,729	4,146	0	0	0		14,538	1,058	9,228	2,741	**103,859**
	Total	**8,385**	**126,306**	**32,146**	**4,393**	**28,888**	**51,303**	**27,745**	**39,784**	**140,140**	**81,041**	**548,556**	**92,553**	**182,865**	**30,599**	**68,981**	**7,579**	**186,843**	**453,581**	**300,041**	**423,303**	**1,775,358**	**4,524,480**

Source: RCIP General Plan

Biological Resources

The geographical context for the analysis of cumulative biological impacts includes Western Riverside County and accounts for all anticipated cumulative growth within this geographic area as represented by full implementation of the County of Riverside General Plan and related projects list in this DEIR and includes a planning horizon through the next eleven to twenty years, which is within the twenty-five year planning horizon for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of 146 species and their associated habitats in Western Riverside County. The MSHCP will enhance and maintain biological diversity and ecosystem processes while allowing future growth. The MSHCP serves as a HCP pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973, as amended, as well as a Natural Communities Conservation Plan (NCCP) under the NCCP Act of 2001. The MSHCP will result in an MSHCP Conservation Area in excess of 500,000 acres.

As public and private development, including construction of buildings, structures, infrastructure, and all alterations of the land that are implemented within areas that are outside of the Criteria Area are permitted under the Plan (see MSHCP Section 2.3.7.1), cumulative impacts would be less than significant provided that the terms of the MSHCP are fully implemented. As discussed in Section 5.4, Biological Resources, the proposed project has consulted the MSHCP database and has performed the recommended and required habitat assessments and focused surveys for the project site and would be required to pay the required MSHCP mitigation fee(s). The project complies with the requirements of the MSHCP and, thus, would not conflict with its adopted policies. Cumulative impacts to the 146 special-status species, including: sensitive natural communities and raptor foraging habitat, are fully addressed within the MSHCP and are considered less than significant. Therefore, because the project implements the MSHCP and based on the above, the project contribution to cumulative impacts is **less than significant**.

However, according the MSHCP EIR, implementation of the MSHCP will result in cumulatively significant impacts on the Non-Covered Species because the issuance of incidental take permits will remove an impediment to development outside of the MSHCP Conservation Area. Non-Covered Species would receive little or no protection outside the reserves under existing ordinances and regulations. There are no threatened or endangered species known or likely to be on-site which are not on the 146-species list covered by the MSHCP. One sensitive plant that occurs on-site is listed on the California Native Plant Society list and is Non-Covered by the MSHCP: the Paniculate tarplant (*Deinandra paniculata).* Because this species is not threatened or endangered, its range is sufficiently broad, and it is known to exist in other areas near the site (the Wildlife Area) which is not proposed for development, direct loss of this plant is considered less than significant at the project-specific level. Because this species is the only Non-Covered species on-site, and it does not require an incidental take permit due to its lesser status, and for the same reasons it is less than significant at the project level, impacts to Non-Covered species are **cumulatively less than significant.**

Cumulative indirect impacts resulting from construction activities include dust, noise, general human presence that may temporarily disrupt species and habitat vitality, and construction-related soil erosion and runoff. Such temporary construction impacts and the permanent introduction of human activities create edge effects. An edge effect is defined in the MSHCP as a change in the "conditions or species composition within an otherwise uniform habitat as one

approaches a boundary with a different habitat (Ricklefs 1993)." Edge effects at the boundary between natural lands and human-occupied lands ("urban edge effects") arise due to human-related intrusions such as lighting, noise, invasive species, exotic predators (dogs, cats, and opossums), hunting, trapping, off-road activities, dumping, and other forms of recreation and disturbance. Although some species are in some ways unaffected by edges [e.g., reproductive output of the rufous-crowned sparrow (Morrison and Bolger 2002), distribution of arthropod species (Bolger et al. 2000)] or even show preferences for edges (e.g., indigo buntings and northern cardinals in Woodward et al. 2001), human-induced edge effects are generally unfavorable to native species and are considered cumulative as edge effects increases throughout the landscape.

The introduction of up to 34,000 people (and associated pets) by this project along with additional population increases in the surrounding county and city areas, results in indirect impacts to sensitive wildlife species which cannot be fully mitigated. However, Section 5.1 of the MSHCP, which states: "It is anticipated that new development in the Plan Area will fund not only the mitigation of the impacts associated with its proportionate share of regional development, but also the impacts associated with the future development of more than 332,000 residential units and commercial and industrial development projected to be built in the Plan Area over the next 25 years.", This indicates that with compliance with the MSHCP, impacts associated with the Urban/Wildland interface impacts due to population increases were anticipated by the MSCHP EIR analysis. The MSHCP EIR found such impacts less than significant through compliance with Section 6.1.4 and Core and Linkage aspects of the Plan. Therefore, indirect impacts resulting from habitat modifications (i.e., vandalism, unauthorized trails, etc.) on any covered endangered, or threatened species, or on any species identified as a candidate, sensitive, or special status species through introduction of people from the project and cumulative projects in the area are **considered less than significant** because THE VILLAGES OF LAKEVIEW project is consistent with the MSHCP and is subject to mitigation measures (MM Bio 1, 2, 3, 9, and 11) and conditions of approval (page 5.4-34) which will ensure the indirect effects are mitigated.

Cumulatively, wildlife movement between the Lakeview Mountains and Existing Core H will be affected by the proposed THE VILLAGES OF LAKEVIEW project, future improvements to the Ramona Expressway and Bridge Street, and additional landowner activities north of the Ramona Expressway. It is the responsibility of these projects and landowners, in conjunction with THE VILLAGES OF LAKEVIEW project, to ensure that the Proposed Constrained Linkage 20 is assembled in a manner that supports wildlife movement. The placement of this corridor coincides with a wildlife under-crossing proposed as part of the future County of Riverside's Mid County Parkway project. Connection to existing Core H would occur via the San Jacinto River. The MSHCP acknowledges that the existing linkage is constrained due to existing agriculture and proposed road projects. However, the corridor proposed as part of this project combined with the proposed under crossing, relieves existing and future constraints for this linkage south of Ramona Expressway.

Although Proposed Constrained Linkage 20 will provide a route for animal species to travel between the Lakeview Mountains and the San Jacinto River once assembled within the project area, the corridor will be located adjacent to housing developments. Development along the on-site corridor will produce indirect effects on wildlife movement, such as drainage, toxics, lighting, noise, invasive species, barriers, and grading/land development. The project will

implement measures following the urban/wildland interface guidelines to address indirect effects on wildlife movement which may include barrier placement, sign erection, lighting restrictions, and vegetation restrictions, as required in **MM Bio 1, 2**, **3, 9, 10,** and **11**. Compliance with the urban/wildland interface guidelines and conditions of approval, implementation of mitigation measures, and assemblage of the planned wildlife corridor with future projects, will reduce cumulative impacts to wildlife movement. Therefore, **indirect cumulative** edge effects from project impacts are considered **less than significant.**

The project will have cumulative effects on the San Jacinto River and the San Jacinto Wildlife Area due to edge effects such as lighting, noise, invasive species, and barriers. The project will implement measures following the urban/wildland interface guidelines which include barrier placement along Marvin Road and between park and conservation areas on-site, signs, lighting restrictions, and vegetation restrictions (see Appendix C of SP 342), as required in **MM Bio 1, 2**, **3, 9, 10** and **11**. With compliance with the urban/wildland interface guidelines, development of the planned wildlife corridor with future development project compliance, compliance with conditions of approval, and implementation of mitigation measures, cumulative impacts to the wildlife area will be reduced to **less than significant**.

The project will also have cumulative effects on the San Jacinto River and the San Jacinto Wildlife Area with regards to hydrologic conditions. The San Jacinto River and the San Jacinto Wildlife Area are specialized ecosystems that draw water from the surrounding areas. Areas of development generally have higher amounts of impervious surfaces leading to greater runoff with a potential higher pollutant load. Development surrounding these ecosystems will have a negative effect to these areas if hydrologic conditions are not cumulatively taken into consideration. The project includes a Hydromodification Technical Report (see Appendix I (CD #4)) where impacts to the River and Wildlife Area were considered before and after project implementation. It was found that increased volume will enter the San Jacinto River and the San Jacinto Wildlife Area while less volume will enter the on-site vernal pool area. Final analysis showed with implementation of the project without the Central Park basin, discharges more closely match peak flow rates of the existing condition. This project has included measures to ensure minimal changes in hydrologic conditions will result from THE VILLAGES OF LAKEVIEW. Implementation of **MM Bio 9**, which requires regulation and monitoring of the hydrologic conditions, will ensure that these design measures within the project are used to maintain river and wetland health. Impacts from reasonably foreseeable related development projects and/or build-out of the General Plan land uses that surround the Wildlife Area and drain to the San Jacinto River may result in significant impacts if hydromodification is not taken into consideration within subsequent project design for those other developments. Since the project matches the peak flow rates of the existing condition, it will not contribute to cumulative impacts, therefore impacts to the San Jacinto River and San Jacinto Wildlife are considered **cumulatively less than significant.**

With respect to nesting birds, the MBTA fully protects migratory avian species during the breeding season by the establishment of a federal prohibition, unless permitted by regulations, to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention…for the protection of migratory birds…or any

part, nest, or egg of any such bird." (16 U.S.C. 703) Therefore, assuming compliance with the law established by the MBTA, cumulative impacts to nesting migratory birds would be considered less than significant. Compliance with the MBTA, as well as the project-specific requirements established in this DEIR by **MM Bio 5** and **MM Bio 6** that require surveys for nesting species as well as a restriction on construction activities if nests are found during the breeding season, would ensure that the project's contribution to the cumulative impact is also **less than significant.**

The project's contribution to the cumulative problem of climate change may exacerbate impacts to biological resources, however all impacts to species and habitat caused directly by the project have been mitigated as discussed herein. The Project is consistent with two adopted HCPs and they provide for adaptive management that will include species management to address potential future impacts from climate change. Cumulative indirect impacts to biological resources outside the project site are too speculative to analyze in this document.

Cultural Resources

Cultural resources impacts are site-specific with respect to any given resource. Cumulatively, then, impacts that may be considered cumulative simply relate to the loss of cultural resources in general over time throughout the region. As discussed in Section 5.5, Cultural Resources, with implementation of the mitigation measures recommended, potential direct adverse impacts to historical-period sites RIV-6726H and RIV-8710H, and all prehistoric sites will be mitigated to below a level of significance. Direct impacts to rock art features at CA-RIV-397, CA-RIV-8712, and rock shelter at RIV-806 will be less than significant due to preservation in place of these features. Thus, these specific resources will be preserved on-site. Therefore, although their direct loss does not contribute to the general cumulative loss of cultural resources over time, indirect impacts to these resources can be cumulative as discussed below.

Indirect impacts resulting from human activity, such as theft, disturbance, or vandalism can be cumulative in the sense that population growth in an area places more people in proximity to such resources. The list of potential future development projects within the vicinity in adjacent cities and unincorporated county (**Table 5.14-K, Cumulative Developments Within Project Study Area**) will add approximately 127,250 people within five miles of the project site. Indirect impacts, both project-specific and cumulative, to rock art features at CA-RIV-397, CA-RIV-8712, and rock shelter at RIV-806 resulting from changes in the integrity of setting, feeling, and association, as well as indirect impacts such as possible vandalism and illicit artifact collection from preservation areas, cannot be fully mitigated and will remain as **significant adverse impacts** to cultural resources even after implementation of the Master CRMP which is provided in Chapter 9 of the Mystic Paavo Cultural Resources Survey (Appendix E (CD #3)) with further implementation required in **MM Cultural 1**.

As will archaeological and historic resources, paleontological resources may be considered cumulative simply as they relate to the loss of resources in general over time throughout the region. No fossils have been found or recorded from the project site. However, fossil remains have been found approximately 15 feet below the surface at least one mile from the site. Grading is expected to be below 4 feet of depth to almost 25 feet of depth. Therefore, potential to find fossils within portions of the site is high. Impacts related to destroying unique paleontological

resources or sites are **significant**. By implementing **MM Paleontology 1** and **MM Paleontology 2**, potential impacts to paleontological resources will be reduced to a **less than significant** level.

With adherence to and implementation of the General Plan policies, project mitigation measures, as well as adherence to standard federal, state, and County regulations, the impacts to historical-period cultural resources and to previously unknown prehistoric archaeological and paleontological resources, including human remains, will be **less than significant**.

Although most project-specific impacts to cultural and paleontological resources can be reduced to less than significant, indirect impacts remain significant and unavoidable because the project, in conjunction with other reasonably foreseeable projects and General Plan build-out, will introduce more people to the area and bring them in closer proximity to the sensitive resources, therefore, this is considered **cumulatively significant**. The RCIP EIR recognized that "the growth and urbanization of Riverside County would result in the direct and/or indirect loss of [historic, archaeological,] and paleontological resources. The loss would result from urban development and conversion of culturally and paleontologically-sensitive landscapes to urban uses." Impacts to a particular historic resource are not usually cumulative in nature; however, cumulative impacts to Native American resources could be cumulatively significant as development affects the setting of these resources even if direct impacts are avoided. Therefore, the Riverside County Board of Supervisors found in approving the RCIP General Plan EIR that "there are no feasible mitigation measures or alternatives that the Board could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and immitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the Board finds that specific economic, legal, social, technological, or other considerations identified in the Statement of Overriding Considerations support approval of the [RCIP] Project despite unavoidable residual impacts." (Page 2 of the "Findings of Fact for Riverside General Plan Impacts and Mitigation Measures" table located in the CEQA Findings of Fact and Statement of Overriding Considerations adopted by the Board of Supervisors on October 7, 2003.) To the extent THE VILLAGES OF LAKEVIEW project buildout of the RCIP General Plan and other related projects are implemented, the cumulative effects would be similar to the impacts described by the County in approving the RCIP and a similar finding of significance would be required.

Thus, because the project will introduce approximately 34,000 of the 127,000 new residents expected in the vicinity of the project based on the cumulative project's listed in **Table 5.14 K**, and because indirect impacts to cultural resources are potentially significant, and because the RCIP General Plan also identified such impacts as cumulatively significant with only the build-out of the General Plan land uses taken into consideration, the project's contribution to cumulative resources is considerable and therefore **significant and unavoidable.**

Geology and Soils

Geologic hazards are localized by nature, as they are related to the soils and geologic character of a particular site. Cumulative impacts could occur related to an earthquake, if the magnitude of the quake and location of the fault(s) traversed the region. Impacts due to seismic activity would be cumulative if state and local building and development codes and regulations (existing regulatory requirements) were not being implemented throughout the region. Pursuant to County and State Building Code requirements, all new development will be required to incorporate

appropriate design and construction measures to guard against ground shaking hazards. Further, the project and all other projects and structures will be constructed in compliance with existing seismic safety regulations of the California Uniform Building Code and International Building Code, which requires the use of site-specific engineering and construction standards identified for each class of seismic hazard. In addition, Riverside County requires geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process.

Riverside County is subject to a number of potential geologic hazards that have the potential to impact future build-out of the Riverside County General Plan. These hazards, including fault rupture hazards, ground shaking, liquefaction, landslides and rockfalls, seismically-induced settlement, subsidence and collapsible soils, and soil erosion and loss of topsoil were addressed in the RCIP EIR and Section 5.6, herein. Cumulatively, however, build-out of the Riverside County General Plan and the project will contribute significantly to the increased exposure of people and property to seismic, slope, soil instability, and wind hazards. It was determined that these impacts will be reduced to below the level of significance through implementation of General Plan policies, RCIP EIR mitigation measures, and mitigation measures discussed in Section 5.6, Geology and Soils, and existing regulatory requirements.

Subsurface methane generation is possible in some locations within THE VILLAGES OF LAKEVIEW Specific Plan area. Since methane accumulation is a concern after grading activities, the exact impacts on the project site cannot be fully characterized at this time. However, pursuant to the County of Riverside protocol, post grading sampling and analysis would be conducted no sooner than 30 days after grading in order to fully understand the impacts of methane accumulation on site. Therefore, since the effects of post grading conditions cannot be characterized in this DEIR, the impacts of methane generation are considered potentially significant. This potential impact can be mitigated to **less than significant** levels through implementation of mitigation measures and these project-specific impacts will not contribute to a cumulatively significant impact.

Since all local jurisdictions in the region are subject to local, state and federal laws, including CEQA, cumulative impacts related to geologic and soils safety are **less than significant**.

Hazards and Hazardous Materials

This cumulative impact analysis considers development of the proposed project in conjunction with other development in the County and neighboring jurisdictions, through reliance on the plan approach pursuant to CEQA Guidelines Section 15130(b)(1). (See Section 7.1, Cumulative Impact Analysis for more detailed explanation.) Other than transport and groundwater contamination, risks associated with hazardous materials are largely site specific and localized, and are thus limited to the project site. Additionally, site-specific investigations would be conducted at sites where contaminated soils or groundwater could occur to minimize the exposure of workers to hazardous substances. As such, the potential for cumulative impacts to occur is limited.

Although each development site has potentially unique hazardous materials considerations, it is expected that future growth will generally comply with the range of federal, state, and local statutes and regulations applicable to hazardous materials, and will be subject to existing and future programs of enforcement by the appropriate regulatory agencies. Thus, the project will not

be subject to existing impacts, as discussed above, nor will it be exposed to future impacts. The RCIP EIR states that, "compliance with federal, state, and local regulations concerning the storage and handling of hazardous materials and/or waste would reduce the potential for significant public health and safety impacts from hazardous materials to occur. Therefore, the impact of the proposed General Plan in addition to future development in surrounding areas is not expected to affect significantly the number of people exposed to public health and safety risks from exposure to hazardous materials." For these reasons, cumulative impacts resulting from the use, transport, and disposal of hazardous materials, would be **less than significant**. Consequently, because the project and all cumulative projects within the County and surrounding jurisdictions must comply with federal, state and local regulations, the proposed project's contribution to cumulative impacts associated with the transport, use, or disposal of hazardous materials would be less than cumulatively considerable and thus not significant.

Hydrology / Water Quality

The geographic context for the Hydrology and Water Quality cumulative impact analysis is the San Jacinto Watershed and the Eastern Municipal Water District (EMWD) service area, including all anticipated cumulative growth within this geographic area as represented by full implementation of the RCIP General Plan and related projects list, as discussed above.

The project is within the San Jacinto Watershed. The main drainage within the San Jacinto watershed is the San Jacinto River. As discussed in Section 5.8, Hydrology/Water Quality, three future projects, both upstream and downstream of THE VILLAGES OF LAKEVIEW, are planned which may have cumulative effects: the San Jacinto River Stage 4 Project (San Jacinto area), the San Jacinto River Stage 3 Project (Perris Valley area), and the San Jacinto River Gap Project (San Jacinto Wildlife Area vicinity). These projects assess the alignments of the San Jacinto River to convey various level storm events while considering influences of several other factors such as biological resources, hydrologic conditions, and hydraulic requirements. (For a summary description of these three projects, see Section 5.8, Hydrology/Water Quality, Setting.)

Cumulatively, these three projects will address flooding problems, water quality, sedimentation, and erosion issues through the reaches of the San Jacinto River most directly related to THE VILLAGES OF LAKEVIEW. Cumulatively, reduced flooding through agriculture, especially dairy lands, will reduce waste and pesticide contamination of local surface waters. Through the desiltation basin in the Stage 4 Project, sediment transport can be monitored and controlled for the benefit of areas such as Mystic Lake and the San Jacinto Wildlife Area (SJWA). Exact impacts of these river projects on sensitive plant and animal species are being evaluated through the environmental review process under CEQA and the MSHCP. The construction period for the Stage 4 Project is anticipated to take 15 months once environmental documentation that is currently being prepared is certified by the City of San Jacinto. Similarly, the City of Perris is working through the MSHCP process currently with respect to the Stage 3 Project.

Ultimately, one of the objectives of all three river projects is to protect the biological resource values and habitats along this stretch of the River. However, none of these projects are complete at this time, so the existing conditions of the San Jacinto River and its related watershed must be used today for evaluation of cumulative impacts of THE VILLAGES OF LAKEVIEW. Therefore, THE VILLAGES OF LAKEVIEW has designed its drainage and water quality management systems in such a way as to meet the current hydrological needs of the natural areas located north of the

project while maintaining flexibility for the future should conditions change slightly as a result of these cumulative River projects. Therefore, cumulative impacts to the River and San Jacinto Wildlife Area are **less than significant.**

Water Quality

The Regional Water Quality Control Board (RWQCB) has issued a National Pollutant Discharge Elimination System (NPDES) permit (MS4 permit) to the Riverside County Flood Control and Water Conservation District (the District) for storm water discharges (Order No. R8-2002-0011, NPDES No. CAS 618033; Santa Ana Regional Water Quality Control Board). The District has prepared a storm water management program addressing requirements for meeting this NPDES permit. All development and future development must obtain coverage under the NPDES permit. The District reviews all plans and developments for compliance with existing ordinances (e.g., grading ordinance) and storm water management program requirements. A Water Quality Management Plan for Urban Runoff from New Development and Significant Redevelopment (WQMP) was adopted by the SARWQCB. This includes the preparation of a site-specific Water Quality Management Plan (WQMP) that will identify Best Management Practices (BMPs) to ensure that water quality of receiving waters is not degraded following development. Thus, while continued growth is anticipated to occur, new developments (and significant re-development) will have to comply with these regulations and implement construction and operational BMPs to minimize pollutant transport. BMP's are also required to minimize vectors and odors.

The project proposes all development-generated runoff generated west of the wildlife corridor to be conveyed along proposed curb and/or gutters to storm collection inlet points for further conveyance via proposed storm drain systems. On-site generated runoff will then be conveyed by these storm drain systems to the Water Quality Basin (WQB) in the northwest portion of the project. The proposed WQMP basin will address the management of the project on-site water quality to protect receiving waters. The proposed WQMP basin will address the management of project on-site runoff quality by functioning as a treatment control BMP to meet the requirements of the MS4 permit at the project site (Order No. R8-2002-0011, NPDES No. CAS 618033; Santa Ana Regional Water Quality Control Board).

Runoff generated in the developed and undeveloped areas located east of the wildlife corridor will be collected in a similar fashion to the western areas of the project, but will be treated to meet water quality standards within Planning Area 77. Thus, through implementation of the designed WQB and overall WQMP, other design considerations such as open space preservation, parks and tree planting, an increase of the floodplain storage capacity, and adherence to NPDES requirements, the project will achieve infiltration rates to the maximum extent practicable, maintain historic storm flows, and take into consideration localized runoff as the project builds out thus minimization of runoff will be achieved. As analyzed in Section 5.8, potential exceedance of water quality standards and criteria, substantial contribution of pollutants to receiving waterbodies, and other potential causes of water quality degradation will be minimal and monitoring and reporting programs will ensure that the storm water management program is adequately protecting water quality or will be adjusted to meet water quality protection goals. Therefore, and the project's contribution is not cumulatively considerable, and thus not significant. Therefore, the project's cumulative contribution related to impacts to water quality degradation, standards, and environmental effects, such as vectors and objectionable odors,

either through direct pollutant loading or erosion, is not cumulatively considerable and thus less than significant.

Drainage

Storm water flow and flood potential will increase as development results in greater amounts of impervious surfaces and channelization for conveyance of peak flows. However, the District and the County's Master Drainage Plan (MDP) guide and govern local and regional hydrology and hydraulic modifications. The planned drainage capacities have been determined assuming a full build-out scenario. All development within the County of Riverside and the San Jacinto Watershed must comply with the requirements of the NPDES permit, District storm water management plan, MDP, and other pertinent local drainage and conveyance ordinances. Existing regulations effectively minimize potential impacts to flow conveyance and flooding and have incorporated necessary elements in the MDP. Accordingly, the project-related contribution to impacts associated with storm water flow conveyance and flood potential would not be cumulatively considerable, and thus **not significant.**

The drainage pattern within the area of the project generally slopes northwest towards the San Jacinto River. After project development, on-site generated runoff will be conveyed to the proposed finished surfaces along proposed curb and/or gutters to storm collection inlet points for further conveyance via the proposed storm drain system. At full build-out of the project, it is anticipated that the 100-year, 3-hour peak flow rate across Ramona Expressway will be the same or lower than that of the undeveloped state thereby reducing the potential for siltation or erosion on or off-site. As the project's impacts are considered less than significant, it is determined that the project will not have cumulative impacts resulting from siltation or erosion on- or off-site.

The County minimum street grade requires all on-site streets will be graded with a minimum 0.5 percent slope. Within the project area, surface runoff will be collected within the master storm drain facilities which will be constructed as part of, and in conjunction with, the project. The proposed Master Drainage Plan utilizes streets, underground storm drains, open channels, debris basins, and detention basins to collect the on-site and tributary off-site storm water, and convey it through the project and into the San Jacinto River floodplain area. These facilities will be required to accommodate developed 100-year storm runoff through the project to aid in the flooding protection of the site. After implementation of the proposed storm drain plan, the proposed project will not result in peak flows exiting the site that would result in flooding on or off site. Implementation of the proposed project would have negligible impacts, since the Q_{100} would be less than or equal to the existing conditions. Therefore, cumulative impacts that would alter the existing drainage pattern of the site or area which would result in substantial flooding on- or off-site, are considered less than significant. Also, the project includes the use of detention basins. The design of these basins has been such that absorption rates and runoff have been designed to equal post-construction conditions. Therefore, cumulative impacts that would change absorption rates or the rate and amount of surface runoff are considered l**ess than significant.**

Groundwater supply and aquifer overdraft are currently being assessed and management plans implemented by EMWD to minimize impacts with increased development on groundwater supplies. Over the next twenty years, normal groundwater production is expected to decrease slightly as groundwater basin management activities are executed and sustainable levels of pumping are achieved. Increased future demands are expected to be met with additional supplies

from MWD (imported water) and groundwater management activities are expected to maintain groundwater levels and safe yields. These groundwater management activities will ensure that groundwater supplies are not depleted or degraded and therefore, cumulative impacts would be **less than significant.**

THE VILLAGES OF LAKEVIEW project and other new development projects outside of the cities of Hemet and San Jacinto will not use local groundwater sources as EMWD will supply water to these developments. EMWD relies on Metropolitan Water District (MWD) for 80 percent of its potable water supply and 20 percent from the basins below the San Jacinto Watershed. Therefore, the project will have no incremental contribution to any cumulative effect regarding depletion of groundwater supplies so **no impacts** will result.

Development projects, including commercial, industrial, and residential, individually and cumulatively will create more impervious surfaces thus reducing the total groundwater recharge area. Additionally, conversion of agricultural lands to urban lands is likely to result in higher pollutant concentrations (primarily heavy metals, oils, and greases) in storm water run-off, while creating an overall reduction in nitrate and salts related to the agricultural production. However, projects located within the San Jacinto Watershed also have the possibility of adding to the San Jacinto groundwater basin through the addition of imported and/or recycled water. The water used for irrigation could offset the difference in the reduction of groundwater recharge area to rainfall-related recharge that occurs today. Specifically, THE VILLAGES OF LAKEVIEW project will have the same or greater recharge area within the floodplain of the river as it has today due to project design and use of recycled water for irrigation; therefore, it will have no incremental contribution to potential cumulative effects regarding loss of recharge area within the river floodplain. Also, as the project is required to comply with the NPDES, pollutant loads will be mitigated through introduction of BMP's and the removal of agricultural lands as contributors to the pollutant load.

Through implementation of the Regional WQMP, other Design Considerations such a open space preservation, parks and tree planting, an increase of the floodplain storage capacity, and adherence to NPDES requirements, the project will achieve infiltration rates to the maximum extent practicable, maintain historic storm flows, and take into consideration localized run-off as the project builds out thus, minimization of runoff will be achieved. Therefore, impacts to absorption rates or the rate and amount of surface run-off are considered **less than significant**.

The closest existing wells serve the Nuevo Water Company which serves the communities of Lakeview and Nuevo. THE VILLAGES OF LAKEVIEW project will be serviced through EMWD and as such, there will be no well water extraction from this or nearby projects (even cumulatively), and recharge will not be substantially altered; therefore, the aquifer volume should not be lowered such that existing land uses which rely on groundwater would be negatively impacted. **Less than significant** cumulative impacts will result.

Continued development within the San Jacinto River floodplain could cumulatively restrict flood flows and conveyance capacity as more structures are placed within the floodplain. The area on site devoted to the 100-year floodplain will remain the same as the existing, however the location will be adjusted through grading. THE VILLAGES OF LAKEVIEW project proposes no change in the capacity of the 100-year floodplain area and will therefore, not cause flood flow restrictions, redirect flows, or expose people or structures to a significant loss. Furthermore, development

within the floodplain is restricted and permitted by the District. Additionally, the MDP for the San Jacinto watershed was prepared to define full build-out capacities within the MDP area. At full build-out, cumulative impacts on flood conveyance are expected to be less than significant and the proposed project would, therefore, have an impact that is not cumulatively considerable, and therefore not significant. Through project design, flows into the San Jacinto River will be designed to mimic historic flows and thereby will not cause changes in the amount of surface water that enters the adjacent San Jacinto River and therefore, is not cumulatively considerable, and **less than significant**.

This project, in conjunction with all existing and future development located within the dam inundation areas of all the dams in this part of the County, will place more residents and structures at risk. As depicted in **Figure 5.8-6, Dam Inundation Area, Diamond Valley Reservoir, East Dam**, a portion of the project site is located within the dam inundation zone for the East Dam of Diamond Valley Reservoir. The inundation area affects all of the Resort Village located north of Ramona Expressway, most of the mixed-use Town Center Village, and the eastern-most Planning Areas within the project.

The residents and visitors to THE VILLAGES OF LAKEVIEW who will live and/or work within this dam inundation area could be exposed to a risk involving flooding if the Diamond Valley Reservoir East Dam failed. Even though new development within the project will be designed to avoid standard 100-year flood areas, new development within a dam inundation area could not be built to avoid flooding that would result from dam failure since the inundation area shown would place some areas under 30 feet of water. The "instantaneous failure of the dam," as assumed for purposes of mapping on **Figure 5.8-6**, is unlikely. Therefore, repairs could be made to a leaking or damaged dam to avoid significant damage to life and/or property. The risk of dam failure has been projected to be an annual probability of 1 in 100 million under seismic loading conditions exceeding a maximum credible earthquake condition anticipated in the region. The County of Riverside concurs with these findings with respect to THE VILLAGES OF LAKEVIEW and potential impacts related to exposing people or structures to a significant risk of loss, injury, or death-involving flooding, including flooding as a result of the failure of a levee or dam, are considered **less than significant** due to the extremely low risk.

Land Use and Planning

Without mitigation, potential significant adverse impacts related to adjacent cities, zoning on site, consistency with General Plan Land Use Plan intent, and dividing an existing community, were found to be **less than significant**. With the implementation of mitigation measures, potential significant adverse impacts related to inconsistencies between the project and surrounding agricultural land and rural residences (**MM Land Use 1** and **2**), and the inclusion of public art in the project (**MM Land Use 3**), are reduced to **less than significant**. Section 8.0, Alternatives, presents alternatives which reduce the impact associated with the loss of agricultural land and changes in land use from the existing RCIP General Plan. These impacts cannot be completely reduced without creating additional impacts that the project alleviates. Although the Alternatives analysis (Alternative 2) addresses no change from existing General Plan designations, no feasible mitigations measures exist to address changes to existing land uses made by the project, and inconsistency with policies directed at conservation of agriculture, reduced commutes, and indirect effects of substantial population growth on open space and rural

character. Therefore, at the project-specific level this impact would be significant and unavoidable.

Cumulatively, THE VILLAGES OF LAKEVIEW project is one of several proposed development projects that will impact existing and proposed land uses within the Lakeview/Nuevo area and along the Ramona Expressway corridor between the cities of San Jacinto and Perris. Similar significant impacts will result from these projects as from the proposed project with respect to changes caused to existing land uses, loss of agriculture, and impacts to open space and rural character. Those other projects that are located closer to the I-215, will have lesser commutes than the project. THE VILLAGES OF LAKEVIEW includes 11,350 dwelling units, and represents approximately 50 percent of the total future projects located on the Ramona Expressway between Perris and San Jacinto (see **Table 5.14-K** and **Figure 5.14-8a** for the list and location of cumulative projects considered). Therefore, THE VILLAGES OF LAKEVIEW contributes considerably to the overall new development along the Ramona Expressway Corridor, and because it is not consistent with General Plan Land Uses, cumulative impacts are considered **significant and unavoidable** and a Statement of Overriding Consideration would be required prior to project approval.

Noise

Cumulative noise impacts result when the vehicles and human activity of this project's 34,000 future residents are added to the approximately 34,000 future residents of the other reasonably foreseeable projects along the Ramona Expressway corridor between Perris and San Jacinto and other cumulative projects.

For existing (2007), the highest noise levels are along the road segments of Sanderson Avenue/SR-79 south of Gilman Springs Road, and Ramona Expressway west of Indian Avenue, both at a level of 71.7 dBA. Out of the 85 road segments analyzed for existing traffic noise levels, 42 are above the 65 dBA noise standard for sensitive receptors (at distance of 50 feet from the roadway centerline), including road segments along Perris Boulevard, Evans Road, Menifee Road, Lakeview Avenue, Warren Road, Sanderson Avenue/SR-79, Ramona Expressway, Gilman Springs Road, Rider Street, Orange Avenue, and Nuevo Road (see **Table 5.10-A1** and **Table 5.10-A2**).

At project build-out in Phase 3, 50 road segments out of a total of 147 analyzed, with a difference in noise level between "existing plus ambient growth" and "existing plus ambient growth plus project plus cumulative" of 5 dBA or greater. The project contributes a maximum of 2.1 dBA to cumulative noise in Phase 2 of the project at the road segment of 9th Street east of Reservoir Avenue (see **Table 5.10-B1 through Table 5.10-D2**). Phase 3 Alternative 1 has 53 road segments with a difference in noise level between "existing plus ambient growth" and "existing plus ambient growth plus project plus cumulative" of 5 dBA or greater. Phase 3 Alternative 2 has 39 road segments with a difference in noise level between "existing plus ambient growth" and "existing plus ambient growth plus project plus cumulative" of 5 dBA or greater.

However, as there are significant noise level increases (greater than 5 dBA increase) from existing (2016) levels from other cumulative projects without the addition of project-generated traffic along 31 of the 147 road segments (22 of which are adjacent to sensitive receptors)

analyzed for Phase 3 (see column U, **Table 5.10-B1** and **Table 5.10-B2**; column U, **Table 5.10-C1** and **5.10-C2**; and column CC, **Table 5.10-D1** and **5.10-D2** for more details) any additional noise contributed by project is considered significant. Therefore the **cumulative noise impact is significant even without the addition of the project.**

Existing sensitive receptors, such as the homes located along Reservoir Avenue, Wolfskill Avenue, Mike Lane and Poppy Road, Orange Street, Hansen Avenue, Lakeview Avenue East, and Yucca Avenue, and the existing school (Mountain Shadows Middle School, approximately ½ mile southwest of the project site) will be affected by increases in ambient noise levels associated with the project, and other cumulative projects within the vicinity. However, it is not feasible nor is it required for the developer, the developer of related projects, or the County, to mitigate (i.e., build walls or change out windows) for existing conditions that exceed 65 dBA. For example, the road segment Sanderson Avenue/SR-79 south of Gilman Springs Road exceeds the 70 dBA standard for commercial/agricultural.

The only locations within the study area that are subject to increases in project-related ambient noise of 5 dBA or greater, at 50 feet from the centerline, are along Bridge Street north of the project site, during all three Phases of project development, and along Evans Road north of Nuevo Road, during Phase 2 only. During Phases 1 and 2 of project build-out, even with this increase, ambient noise does not exceed the 65 dBA residential standard along Bridge Street. By Phase 3 and project build-out the noise levels are greater than 65 dBA at a distance of 50 feet from the roadway centerline (CL) and the increase in noise level exceeds 5 dBA from the project at Bridge Street north of Ramona Expressway. However, there are no sensitive receptors at this location therefore, no mitigation, need be considered. The land uses currently bordering Bridge Street north of Ramona Expressway include a restaurant located on the northeast corner of Ramona Expressway and Bridge Street, and agricultural uses with dairy and farmland on both the eastern and western sides of the street. There are no sensitive receptors within the vicinity, only small businesses, and agriculture. The feasibility of mitigation is not an issue as none is required. The General Plan buildout LOS C ADT for this road segment is 27,300 vehicles. The traffic study reports a maximum of 8,900 vehicles along this segment, well below the project future build-out capacity.

The road segment of Evans Road north of Nuevo Road has a project-related increase in noise level of 5.4 dBA in Phase 2, which is greater than the significance threshold of 5 dBA. However, even with this significant increase, the noise level of the project plus existing is only at 56.2 dBA at a distance of 50 feet from the roadway center line, less than the 65 dBA standard for sensitive receptors. Evans Road immediately north of Nuevo Road is bordered by vacant land on both sides of the road therefore there are no sensitive receptors here. Further north, there is a relatively new tract of homes located on the east side of Evans Road. The homes constructed at that location already have 5-foot block walls constructed, or will have as the tracts are finished, to reduce traffic noise impacts to those new sensitive receptors, from the noise generated by LOS C capacity traffic, which is the County requirement for designing wall heights. There is no need for mitigation at this location, however, for the following reasons: most of this roadway segment has no sensitive receptors, the existing residential tracts have sound attenuation walls which are designed to meet future traffic levels, the increase of 5 dBA does not cause the ambient levels to exceed 65 dBA at 50 feet from center line, and this impact only results during Phase 2 so it will no longer exist when the project and the area roadway system is built out (Phase 3). No mitigation is required. Existing agricultural uses located there would not want to have walls built

which would potentially restrict access to their business. Thus, it is not feasible, or in some cases desirable, to mitigate the significant area-wide noise impacts. Therefore, potential adverse noise impacts related to increases in ambient noise levels remain **significant and unavoidable** with respect to existing uses.

The development of this project, together with other cumulative projects in the vicinity, will result in increases in ambient noise which exceed 5 dBA which is considered a cumulative **significant area-wide noise impact which is unavoidable.** A Statement of Overriding Consideration will be needed prior to approval of the project.

Population and Housing

As discussed above, the project represents 1.64% of the forecasted population for the SCAG Subregion in 2010 and 1.09% in 2030. As a percent of project area forecast comprised of the surrounding cities and the Lakeview and Nuevo communities, the proposed project represents 4.04% in 2010 and 2.5% by 2030. Additionally, the project represents 42.5 percent of the forecasted population for the Lakeview/Nuevo Planning Area as projected for the area buildout in the General Plan for Riverside County. The proposed project comprises more than one percent of SCAG's projections, and more than five percent of the County's projections through 2030, and because the proposed project does not adequately address the Regional Housing Needs Allocation by offering the community's "fair share" regional housing needs allocation (RHNA) for all income groups and does not improve the regions jobs/housing balance, therefore, the residential population growth from the project is considered cumulatively considerable and **significant**. THE VILLAGES OF LAKEVIEW project will require a "Statement of Overriding Considerations" for Population and Housing impacts prior to project approval.

Public Services

Potential impacts upon public facilities and services related to build-out of the Riverside County General Plan were evaluated in the RCIP EIR. The RCIP EIR determined that build-out of unincorporated areas of Riverside County will create a substantial increase in population and residential and non-residential structures. As a result, a need for additional sheriff, fire, emergency services, and schools will be required. General Plan build-out will substantially contribute to significant cumulative impacts to these services. According to the RCIP EIR, implementation of the General Plan's policies and RCIP EIR mitigation measures would reduce these potential impacts to **below the level of significance**.

Cumulative projects which are proposed within the general project vicinity are described in **Table 5.14-K, Cumulative Developments Within Project Study Area**. The cumulative projects within the Lakeview/Nuevo planning area total approximately 42,408 dwelling units which will require more stations commensurate with development levels and locations for each of the proposed cumulative projects. The project contributes approximately 27 percent of the total units within the cumulatively-proposed projects which represents a relatively considerable amount, although some of those units are located within San Jacinto and Perris.

Cumulative projects which are proposed within the general project vicinity are described in **Table 5.14-K, Cumulative Developments within Project Study Area**. The cumulative projects within the Lakeview/Nuevo planning area total approximately 42,408 dwelling units which will

require more stations commensurate with development levels and locations for each of the proposed cumulative projects. The project contributes approximately 27 percent of the total units within the cumulatively proposed projects which represents a relatively considerable amount. However, implementation of mitigation measures **MM Fire 1 and 2** will assure that adequate stations are provided to serve the project, therefore the project will not rely on service from other areas or any of the cumulative projects, and County RCIP General Plan requirements shall be met. Therefore, implementation of the project will not contribute to any cumulative impacts to fire station construction or services, therefore cumulative impacts are **considered less than significant with mitigation**.

When this project is taken into consideration with all other proposed projects in the area, additional health services will be needed in this area. Taking into consideration that the project allows for the development of medical offices or clinics on-site and the Master Developer is promoting healthy living education programs and providing space for health clinics, and that adequate medical facilities exist within ten miles of the project site, implementation of the Periodic Medical Needs Assessment, which is required every three years by Mitigation Measure 4.15.7A of the County General Plan EIR, should assure that adequate medical services are available to the cumulative project area. Cumulative impacts are considered **less than significant** pursuant to the RCIP EIR.

Because the proposed project will provide library facilities that will be accessible to the existing local community and potential future cumulative development, cumulative impacts are considered **less than significant**.

The proposed project, in conjunction with other projects anticipated within the area will generate students in excess of what the local schools will accommodate. The payment of school impact fees is considered adequate fair share contribution to cumulative impacts associated with development and impacts are deemed **less than significant.**

Likewise, all surrounding cumulative proposed projects will be required to pay their fair share of development impact fees for public facilities. A portion of these fees can be used for the acquisition of land, buildings, and equipment necessary to mitigate impacts to sheriff services. All potential cumulative impacts from the project upon sheriff services are considered to be **less than significant** after payment of development impact fees at the time of project construction.

Recreation

The project provides parks to meet its local requirements and in addition provides a regional-scale park, the Greenbelt, which will be available to serve some of the cumulative needs for park and recreation facilities at the regional level. In addition, nearly 1,000 acres of open space for conservation purposes will be conserved on site for the perpetual enjoyment of the existing and future residents of the area. Regional trail connections also traverse the project site to provide continuity with the County Regional trail system as it connects with the cities of Perris and San Jacinto trails. The RCIP General Plan requires adequate parks, trails and recreation facilities within its build-out analysis. Potential impacts upon public facilities and services related to build-out of the Riverside County General Plan were evaluated in the RCIP EIR. These potential impacts included those that related to parks and recreation. The RCIP EIR determined that build-out of unincorporated areas of Riverside County will create a substantial increase in population

and residential and non-residential structures. General Plan build-out will substantially contribute to significant cumulative impacts upon park and recreation. Implementation of the General Plan's policies and RCIP EIR mitigation measures would reduce these potential impacts to below the level of significance. The RCIP EIR determined that although there will be increased demand for park and recreation facilities, these impacts will be reduced to below the level of significance through implementation of performance standards contained in the Riverside County General Plan.

The population estimate as it relates to Parks and Recreation is different than the other sections of THE VILLAGES OF LAKEVIEW DEIR as it depends on the dwelling unit types. This population estimate is standard County practice (as set forth in Section 10.35 of Riverside County Ordinance No. 460.148) and is consistent with determining Quimby Act compliance throughout the County of Riverside. Recently, the County has been in the process of updating the ordinance. Proposed population generation rates would result in a higher population. THE VILLAGES OF LAKEVIEW project will be subject to these updated rates throughout the life of the project; and therefore the population calculation for the project totals 29,454. THE VILLAGES OF LAKEVIEW Specific Plan will also create increased demand for park and recreation services. However, the project will provide park and recreation opportunities and/or pay in lieu fees pursuant to the provisions of Section 10.35 of Ordinance No. 460.148 (implementing the Quimby Act) and provide a total of 5 acres per 1,000 residents. As a result, the potential impact of the project will not exceed the demand for recreation facilities assumed in the General Plan. This coupled with payment of developer impact fees pursuant to Riverside County Ordinance No. 659.6 will result in **less than significant cumulative impacts** to the local and regional parks, and multipurpose trails.

Transportation/Traffic

The Traffic Study prepared for the project includes a cumulative analysis for an area of the County generally within five miles of the project site and with the inclusion of connections to the I-215 at Ramona Expressway, which is slightly beyond the 5-mile radius. A supplemental analysis was performed, Addendum #1 to the Traffic Study, which evaluated project traffic beyond the 5-mile radius where project traffic still represented a potentially significant impact. Thus, this is the full extent of the cumulative analysis area.

The analysis of all Phases of the project, with respect to cumulative traffic in the Base Case scenario, are found in Section 5.14 of this DEIR. **Table 5.14-K** identifies all the reasonably foreseeable development projects that were considered in the Traffic Study. The analysis shows that the project will contribute to the exceedance of acceptable levels of service for both intersections and roadway segments, and contribute to substantial increases in the traffic on roads, when analyzed with and without other area projects. Mitigation measures in the form of signals and roadway improvements, and fair share fees will be required to reduce these potentially significant impacts as presented below:

Phase 1

Cumulative Without Project:
Table 5.14-L, Intersection LOS-Base Case Phase 1 Existing plus Ambient Growth plus Cumulative Development shows 21 intersections will operate at LOS F without the project traffic.

Table 5.14-M, Street Segment LOS-Base Case Phase 1 Existing plus Ambient Growth plus Cumulative Development indicates that 28 roadway segments operate at an unacceptable LOS of E or F without the project.

Cumulative With Project:
The project causes 11 additional intersections to operate at LOS F, as shown in Table 5.14-N. Thus the project contribution to the cumulative impacts is substantial and results in significant cumulative impacts. With mitigation measures implemented, cumulative Phase 1 impacts are reduced to LOS D or better; **less than significant with mitigation.**

The project impacts 29, or one additional, roadway segments in the Base Case Phase 1 scenario, as shown in Table 5.14-O. The additional segment is on Menifee Road between Ellis avenue and San Jacinto Avenue. In addition, three other segments which operated at LOS E without the project now operate at LOS F with project traffic included. Thus the project contribution to the cumulative impacts is substantial and results in significant cumulative impacts. With mitigation measures implemented, cumulative Phase 1 impacts are reduced to LOS D or better at all the affected locations. Therefore, cumulative Phase 1 impacts to roadway segments are reduced to **less than significant with mitigation.**

Phase 2

Cumulative Without Project:
Table 5.14-S, Intersection LOS-Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development shows 32 intersections will operate at LOS F without the project traffic.

Table 5.14-T, Street Segment LOS-Base Case Phase 2 Existing plus Ambient Growth plus Cumulative Development indicates that 27 roadway segments operate at an unacceptable LOS of E or F without the project.

Cumulative With Project:
The project causes 10 additional intersections to operate at LOS E or F, as shown in **Table 5.14-U** when compared to **Table 5.14-S**. Thus the project contribution to the cumulative impacts is substantial and results in significant cumulative impacts. With mitigation measures implemented, cumulative Phase 2 impacts are reduced to LOS D or better except in four intersections located in Perris at which E is and acceptable LOS, therefore Phase 2 cumulative impacts to intersections are **less than significant with mitigation.**

The project impacts 36, or nine additional, roadway segments in the Base Case Phase 2 scenario, as shown in **Table 5.14-V** when is compared to **Table 5.14-T**. In addition, one segment which operated at LOS E without the project now operate at LOS F with project traffic included. Thus

the project contribution to the cumulative impacts is substantial and results in significant cumulative impacts. With mitigation measures implemented, cumulative Phase 2 impacts are reduced to LOS D or better at all the affected locations except Nuevo Road between Evans Road and Dunlap Road, where LOS remains at F after mitigation is implemented (built to current County General Plan width). Therefore, because the project impacts additional roadway segments compared to cumulative traffic without the project, and because one segment still fails with mitigation, cumulative Phase 2 impacts to roadway segments are **significant and unavoidable with mitigation** and a Statement of Overriding Considerations will be required prior to project approval.

Phase 3

Cumulative Without Project:
Table 5.14-Z, Intersection LOS-Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development shows 30 intersections will operate at LOS E or F without the project traffic.

Table 5.14-AA, Street Segment LOS-Base Case Phase 3 Existing plus Ambient Growth plus Cumulative Development indicates that 31 roadway segments operate at an unacceptable LOS of E or F without the project.

Cumulative With Project:
The project causes 22 additional intersections to operate at LOS E or F, as shown in **Table 5.14-** when compared to **Table 5.14-AB**. Thus the project contribution to the cumulative impacts is substantial and results in significant cumulative impacts. With mitigation measures implemented, cumulative Phase 3 impacts are reduced to LOS D or better except in five intersections located in Perris at which E is and acceptable LOS. One of the five, I-215 SB Ramps at Ramona Expressway will operate at LOS F with mitigation in place, therefore, because the project impacts additional intersections compared to cumulative traffic without the project, and because one intersection still fails with mitigation in place, cumulative Phase 3 impacts to intersections are **significant and unavoidable with mitigation** and a Statement of Overriding Considerations will be required prior to project approval.

The project impacts 46, or 15 additional, roadway segments in the Base Case Phase 3 scenario, as shown in Table 5.14- AC when it is compared to Table 5.14-AA. In addition, one segment (Bridge Street) which operated at LOS E without the project, now operates at LOS F with project traffic included. Thus the project contribution to the cumulative impacts is substantial and results in significant cumulative impacts. With mitigation measures implemented, cumulative Phase 3 impacts are reduced to LOS D or better at all the affected locations except Ramona Expressway between Bernasconi Road and reservoir Avenue, Sanderson Avenue between Ramona Expressway and Gilman Springs Road, and Nuevo Road between Evans Road and Menifee Road, where LOS remains at E or F after mitigation is implemented (built to current County General Plan width). Therefore, because the project impacts additional roadway segments compared to cumulative traffic without the project, and because six segments still fails with mitigation, cumulative Phase 3 impacts to roadway segments are **significant and unavoidable with mitigation** and a Statement of Overriding Considerations will be required prior to project approval.

Temporary Impacts

Implementation of mitigation measures **MM Trans 26 through 29** will mitigate to less than significant impacts associated with the project's substantial contribution to cumulative traffic impacts. These mitigation measures require the payment of various fees which will be used to construct the necessary off-site improvements. In some cases, intersections that are impacted by project and cumulative traffic are located in jurisdictions other than the County of Riverside. TUMF fees are used throughout the county and cities within the County, including Perris and San Jacinto. The improvements shown in Tables 13-15 and 3-16 of the Traffic Study represent projected needs based on what is know about cumulative projects at this time. Exactly which of these improvements gets built first is unknown, therefore **temporary cumulative impacts may exist which will be unavoidable and significant** and a Statement of Overriding Considerations will be required prior to project approval.

Feasibility of Mitigation Measures

In all cases, the improvements shown for offsite intersections and roadway segments are feasible from the standpoint of design, construction and operations. It is too speculative to determine at this time if actual right of way will exist in any given location when that area is slated for construction. It is also the case that some identified mitigation measures listed in Traffic Study Tables 13-15 and 13-16 exceed the General Plan roadway classification of the relevant jurisdiction and/or the allowable intersection design standards. Building an eight-lane road or an intersection with triple left turn lanes is feasible from a construction and operational standpoint, but it would be up to the local jurisdiction to amend their General Plan and adopt an improvement suggested which exceeds their classification or intersection design standards. **Table 5.14-AF, Base Case Improvements (Over General Plan Requirements) With and Without Project by Phase**, shows those mitigation measures that exceed current general plan standards for the jurisdiction within which they are located, both with and without the project.

Construction-related impacts which may affect traffic and design features which could cause safety concerns, are localized and will not result in cumulative impacts that can be addressed at the programmatic level, however, impacts which result in the need for additional roadway maintenance were also identified as less than significant at the project-specific level, but cumulatively, the project will contribute considerably to the need for additional road maintenance in jurisdictions where fees and taxes will not contribute to road maintenance costs, namely the cities of Perris and San Jacinto. Therefore, cumulative impacts associated with project-generated traffic's contribution to the need for additional road maintenance will be **cumulatively significant**.

The project is located in Riverside County and cumulative analysis of traffic impacts was provided in Section 4.16 of the RCIP EIR. The build-out of the proposed General Plan will result in reductions in traffic volumes and improved levels of service along SR-91 east of I-15 and along SR-60 east of I-215 The net effect of build-out of unincorporated areas under the proposed General Plan is to add 7,300 westbound daily trips and 6,900 daily eastbound trips to the SR-91 freeway west of I-15. The County's relative contribution to future traffic increases along the SR-91 freeway is minor. This is due to the improvement of the balance between jobs and housing, which will tend to internalize future traffic increases resulting from unincorporated development within the County.

Some roadways in the County have higher v/c ratios under the proposed General Plan because traffic volumes will increase to a greater extent than the additional capacity provided on the roadway system by the proposed General Plan. However, some roadways in the County have lower v/c ratios under the proposed General Plan because the increase in capacity with the proposed General Plan is greater than the increase in traffic attributable to development in the County.

In general, the percentages of the volumes attributable to the proposed General Plan are greatest in the unincorporated areas, as would be expected. It is least within the incorporated cities. On the freeways, the percentage varies, but is generally in the range of 20 percent or less. Growth in the County has little impact on SR-91, SR-60, and I-10. These deficiencies are largely attributable to growth in the cities. There is a moderate effect on I-15 and I-215, generally less than 20 percent.

Growth anticipated through implementation of the proposed General Plan will have a cumulative effect on area roadways; however, the proposed General Plan contains a Circulation Element that provides for infrastructure within the unincorporated areas of the County to be built to accommodate the anticipated growth and increase in traffic. The proposed General Plan also provides for transit uses and concentrated land uses in community centers to facilitate the use of mass transit and decrease the reliance on the automobile. As demonstrated in the traffic analysis in Section 4.16, build-out of the incorporated cities will have a significant cumulative effect on area roadways, especially if the County roadways are not improved as planned for in the proposed General Plan.

The Board of Supervisors “finds there are no additional feasible mitigation measures or alternatives that the Board could adopt at this time which would reduce this impact to a less-than-significant level. This impact therefore, remains significant and unmitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the Board finds that specific economic, legal, social, technological, or other considerations identified in the Statement of Overriding Considerations support approval of the Project, as modified by the adopted mitigation measures, despite unavoidable residual impacts.” (Page 62 of the "Findings of Fact for Riverside General Plan Impacts and Mitigation Measures" table located in the CEQA Findings of Fact and Statement of Overriding Considerations adopted by the Board of Supervisors on October 7, 2003.) A Statement of Overriding Considerations will be required prior to project approval.

Although implementation of the General Plan policies and mitigation measures would reduce the majority of the potential impacts on the freeway system located within the County to less than significant, the RCIP Project contributes significant traffic to the overall roadway system, including the I-215 Freeway. Therefore, it can be inferred that the project also contributes to overall impacts to the freeway because the project causes the ramps at the I-215 to operate at unacceptable levels of service and because the project exceeds traffic projections which would have been assumed under the RCIP Traffic Model, therefore similar **significant and unavoidable** cumulative traffic impacts as those which were identified in the RCIP General Plan EIR are appropriate.

Utilities and Service Systems

Future growth within the region will result in increased demand for water service, sewer service, drainage facilities, energy utilities, and solid waste disposal as discussed in Section 5.15.

Water

Overall treated water sources within EMWD will total 150,300 acre feet per year (AFY) in 2020 (project build-out). Sources that will likely serve the project site are the Mills Plant, the Perris Plant and the Hemet Plant; these will total 100,700 AFY in 2020. (See **Table 5.15-B, EMWD Projected Domestic Water Supply by Source (AFY) Treated and Untreated.)** Project demand for potable water represents 3.38% (5,074 AFY/150,300 AFY) of total EMWD treated water capacity in 2020 and 5% (5,074AFY/100,700 AFY) of the capacity of those facilities likely to provide treated water to the site. If no expansion of the plants occurred beyond what is projected to be in place when the project begins to build out (2010), 74,900 AFY would be available from those facilities. The project's potable demand would then represent 6.8% (5,074AFY/74,900 AFY) of total water supply delivery capacity of EMWD. Thus, on a project-specific and cumulative basis, treatment facilities will not need to be built to accommodate the proposed project and impacts are considered **less than significant**.

EMWD will have sufficient supply for the project. Variations in supply and demand during dry and multiple dry years are expected to be minimal due to the water supply planning and projects undertaken by MWD and EMWD. In addition, EMWD is required to prepare UMWP every five years to ensure that adequate water supplies exist for future growth. County of Riverside General Plan policies LU 5.3 and 17.2 require that all projects are consistent with an UWMP and that adequate and available water resources exist for proposed land uses. Therefore based on the analysis in Section 5.15, and the analyses set forth in EMWD's 2005 UWMP and the project WSA, the total projected water supplies available to EMWD over the 20-year period, including normal, single-dry, and multiple-dry years, is sufficient to meet the projected water demand of the project, in addition to existing and planned future uses, including agricultural and industrial uses, in accordance with the requirements of SB 610. Accordingly, water supply impacts are **less than significant** both at the project-specific and cumulative levels.

Wastewater/Sewer

The project is anticipated to generate a projected average of 2.8 MGD. The PVRWRF currently receives daily flows of approximately 7.7 MGD[1]. Therefore, the project flows added to present use of the PVRWRF, including diversions from other EMWD facilities, would total 10.5 MGD which is below present capacity of 11 MGD. The 2010 expansion of the facility to 22 MGD will occur prior to the completion of Phase I of the project, therefore, adequate capacity will exist at the PVRWRF and project-specific impacts are considered **less than significant**.

Cumulatively, **Table 7.1-E, EMWD Average Wastewater Generation**, shows the project flows in conjunction with flows from surrounding projects that would also be directed to the

[1] All flows from Sun City (2.4 MGD) are diverted to PVRWFD. In addition, partial flows of 0.4 MGD from Moreno Valley and 1.0 MGD from Hemet are also diverted to this facility. Therefore, actual PVRWFD service area flows received are approximately 3.9 MGD.

PVRWRF. Cumulative flows will total 10.7 MGD which would not exceed the 22 MGD plant capacity. This, coupled with the fact that expansion to 100 MGD, is feasible at the plant site and results in cumulative impacts to wastewater treatment capacity at **less than significant** levels.

Table 7.1-E
EMWD Average Wastewater Generation

Development Projects	Number of EDU's[2]	Average Flow Rate (gal/day)
McCanna Hills	2,801	980,350
Stoneridge	2,580	713,255
Lakeview Estates	605	211,750
Riverpark	6,525	2,018,366
The Villages of Lakeview	12,200[3]	2,838,085
Other Projects[4]	11,140	3,899,150
Total	**35,851**	**10,660,956**

*Information provided in this table was derived from Table 5 of the EMWD Lakeview/Nuevo Area Wide Master Plan for Water, Sewer, and Recycled Water.

Energy Utilities

According to the RCIP EIR, "future growth anticipated with build-out of the proposed General Plan would include new development that will increase the demand for natural gas and electricity and substantially contribute to a significant cumulative impact on the availability of both."

Development proposed in THE VILLAGES OF LAKEVIEW would result in a permanent and continued use of electricity and natural gas resources. Sufficient power and distribution capabilities exist to provide electrical services to the proposed project only through 2012. SCE has stated that additional substation capacity will be necessary at that time to provide power to support the current and future growth in the vicinity. The current substation cannot be expanded sufficiently; it will require the extension of transmission lines to a new location for a substation. Since THE VILLAGES OF LAKEVIEW is the largest of the proposed projects in this area which receive power from this substation, it will contribute considerably to the cumulative need for expansion of the Lakeview substation. Because the location of a future substation is not known, potential impacts associated with construction of a possible future substation to meet cumulative demand, with or without the project, would be speculative. It will ultimately be constructed and evaluated under CEQA by SCE, when needed.

As stated in the 2006 California Gas Report, SCGC projects that cumulative gas demand for residential meters will increase at an average annual rate of 1.3 percent from 2006 to 2025. When all market sectors are taken into account average annual demand for natural gas is projected to occur at a rate of 0.15 percent over the same time period. For residential customers, use per

[2] Estimated Equivalent Dwelling Units for all land uses.
[3] Includes 11,350 dwelling units and 500,000 square feet of commercial uses to reach the 12,200 EDU.
[4] Other Projects included in the sewer study include: North East Farms, Nutrilite, Undeveloped Tributary lands, Nuevo Road Sewer Study, and the Re-development Area.

meter is forecasted to decline due to the expected energy savings from higher building and appliance standards and energy efficiency programs. However, demand will be influenced by growth. By 2025, residential demand is expected to reach 279 Bcf, an increase of 25 Bcf from 2005. Commercial and Industrial market segments are also projected to decrease due to the California Public Utilities Commission authorized energy efficiency programs. Since the project: would constitute only approximately 0.00205 percent of the current residential customer base, would install Energy Star-rated models of appliances (as required by **MM Air 6**), would be served by existing service and transmission lines within and around the project area, and has received a "Will Serve" letter from SCGC for this project, cumulative impacts would be **less than significant**.

Drainage Facilities

With mitigation, construction of all storm water drainage facilities or expansion of existing facilities needed to prevent flooding on- and off-site will result in **less than significant** impacts with adherence to NPDES requirements. As other development projects build out, the County will require that drainage facilities be constructed to address the potential for increased run-off and flooding. All future projects will also be subject to NPDES requirements and therefore, cumulative impacts of the construction of storm drain facilities will be less than significant. River-related projects will also be constructed to prevent flooding and related hydrological issues. The impacts to the river system and drainage of the area are discussed above under Hydrology/Water Quality and in Section 5.8.

Solid Waste

In conjunction with other projects within the area, cumulatively the area is expected to produce approximately 17,759 tons per year of construction-related waste **(see Table 7.1-F, Cumulative Estimated Construction-Related Solid Waste)**. The project annual construction debris totals approximately 3,703 tons per year which represents approximately 20 percent of the waste produced by cumulative projects in the area. The County Waste Management Department requires, through its standard Conditions of Approval, all projects to complete a Construction and Demolition Waste Diversion Program (WRP). The program requires the recycling, reuse, compost, and/or salvage of a minimum of 50 percent by weight of the material and/or waste generated on site during construction. In addition, mitigation measure **MM Util 9** addresses construction debris recycling and reuse to achieve a higher reduction in waste. Implementation of this measure would reduce the construction waste from THE VILLAGES OF LAKEVIEW at a higher level than required by the County. Therefore, because THE VILLAGES OF LAKEVIEW will comply with County Conditions of Approval and will exceed those requirements with implementation of **MM Util 9**, the project increment of construction-related solid waste for cumulative projects in the area will be less than 10 percent. Compared to landfill capacity, the project increment will represent less than 0.046 percent of total annual permitted landfill capacity ((3,703x 50%)/4,015,000)). Cumulative impacts to landfill capacity will be **less than significant** due to the project construction debris representing a less than substantial cumulative increment with mitigation.

With regard to ongoing operations of the cumulative projects, **Table 7.1-G, Cumulative Project Operations Solid Waste Generation**, shows that solid waste generated will account for 6.1 percent of overall landfill annual capacity. If all waste from these cumulative projects went to

one of the three landfills, results show that they would contribute 16.8 percent of Badlands Landfill capacity, or 16.8 percent of El Sobrante's Landfill capacity, or 22.4 percent of Lamb Canyon's Landfill capacity. Therefore, this project in conjunction with other projects within the area, will not contribute to cumulatively significant impacts to landfill capacity such that all landfills exceed their capacity. Therefore, due to available capacity and implementation of **MM Util 10** and **11,** which provide for recycling on site to reduce project operational waste, cumulative impacts to the existing landfills resulting from waste generated by the project during operations are considered **less than significant**.

Table 7.1-F
Cumulative Estimated Construction-Related Solid Waste

	Generation Factor[1]	Cumulative Projects Total (tons)	–Yearly Permitted Disposal Capacity[2] (tons per year)		
RESIDENTIAL 53,759 Dwelling Units	8,113 lbs per dwelling unit	218,073	Badlands Landfill	El Sobrante Landfill	Lamb Canyon Landfill
MIXED USE COMMERCIAL/ BUSINESS PARK/ LT. INDUSTRIAL Maximum of 17,718,490 square feet	3.89 lbs per sq. ft.	34,462	1,460,000	1,460,000	1,095,000
OTHER MISC. BUILDINGS (schools, community centers) Estimated 3,179,855 square feet	3.89 lbs per sq. ft.	6,185			
DEMOLITION 426,220 sq. ft. chicken ranch)	36 lbs per sq. ft.	7,672 tons			
PROJECTED TOTAL FROM ALL SOURCES		266,392 Over the 15 years of construction = 17,759 tons per year			
TOTAL LANDFILL CAPACITY			4,015,000		

Source of land uses: Summarization of Table 5.14-K, Cumulative Developments Within the Project Area, including The Villages of Lakeview.

[1] Generation rate from "Characterization of Building-Related Construction and Demolition Debris in the United States" prepared for U.S. Environmental Protection Agency by Franklin Associates, June 1998; as referenced by CIWMB. This rate includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

[2] Daily disposal capacity multiplied by 365 days per year.

Table 7.1-G
Cumulative Projects Operations Solid Waste Generation

Land Use	Generation Factor	Potential New Residents/ Students/ Square feet	Cumulative Projects Estimated Solid Waste (tons/year)	Landfill Yearly Permitted Capacity		
				Badlands	**El Sobrante**	**Lamb Canyon**
Residential	1.8 lbs/resident/day[1] or 0.3285 tons/resident /yr	53,759 du x 3 residents/du = 161,276 residents	52,979.17	1,460,000 tons/year	1,460,000 tons/year in county	1,095,000 tons/year
Schools	0.07625 tons/student/yr[2]	14,650 students[3]	1,117.06			
Commercial/ Business Park/ Lt. Industrial	.0108 tons/sf/yr[4]	17,718,490 square feet	191,359.69	**Cumulative Projects % of Yearly Landfill Capacity**[5]		
TOTAL			**245,455.92 tons per year**	**16.8%**	**16.8 %**	**22.4 %**
			TOTAL	**6.1 %** of total combined annual capacity (245,455.92/4,015,000)		

Source of land uses: Summarization of Table 5.14-K, Cumulative Developments Within the Project Area, including The Villages of Lakeview.

[1] Actual rates for the year 2000 for Unincorporated Riverside County (www.ciwmb.ca.gov/Profiles/Juris/). 2000 lbs = 1 ton, 365 days per year

[2] The Resort Specific Plan EIR, date Dec. 2005, converted to tons/ten-month (305 days) school year

[3] Based on three schools proposed within The Villages of Lakeview. If additional schools are needed, waste stream could increase, but may be offset by some loss of residential units.

[4] Commercial generation rates are based on estimated solid waste generation rates for commercial establishments from (www.ciwmb.ca.gov/wastechar/wastegenrates/commercial.htm)

[5] Cumulative Projects Estimated Solid Waste / Landfill Yearly Capacity

7.2 Unavoidable Adverse Impacts

This topic is intended to address any impacts that cannot be mitigated to below a level of significance (State CEQA Guidelines Section 15126.2). A summary of the areas in which impacts could not be reduced to a level below significance is briefly presented below. These impacts are discussed further in section 5.0 and in **Table 2-A** of the Executive Summary.

Aesthetics

A number of proposed development projects will be built, if approved, along several miles of Ramona Expressway between Perris and Lakeview, a County Eligible Scenic Highway. (See **Table 5.14-K, Cumulative Developments Within the Project Area** and **Figure 5.14-8a, Cumulative Developments Within Study Area (West)** for all cumulative projects, including those located along Ramona Expressway.) This will change the character of the foreground views from vacant, natural open space and agriculture, to ornamental landscaping and buildings within planned communities. The current RCIP General Plan designations for these areas located east of Perris and west of Lakeview, are currently residential, commercial, and community center south of Ramona. The majority of the land located north of Ramona Expressway, is located within the Lake Perris State Recreation Area Land located north of Ramona and south of the Lake Perris Recreation Area is designated in the General Plan for Rural Community uses. Thus, even under the existing RCIP General Plan, the visual character along Ramona Expressway will change over time as the General Plan builds out and prominent scenic vistas open to the public will be lost.

For this reason, even the existing RCIP General Plan land uses are considered cumulatively significant by the County of Riverside. As stated in the RCIP EIR, "future development within Riverside County and development in surrounding [cities] would result in the intensification of urban uses as well as conversion of open space into urban land uses. . . . The conversion of open space to urban uses would result in a significant unavoidable [cumulative] impact by causing the obstruction of existing open views as well as potentially obstructing distant panoramic views from existing development; therefore, implementation of the proposed General Plan will cumulatively contribute significantly to the loss of visual character of the County." Therefore, because the project is: located adjacent to approximately 4.5 miles of Ramona Expressway, will convert hundreds of acres of agricultural open space to suburban uses, and may block some views of the Lakeview Mountains from the Ramona Expressway; it will contribute considerably to this effect and to obstruction of views from a County Eligible Scenic Highway, therefore, the proposed project is considered **cumulatively significant.**

The County of Riverside Board of Supervisors found that "no additional mitigation is available to address the conversion of open space to urban land uses. This impact remains significant and unavoidable [in the RCIP EIR]. The Board also finds that specific economic, legal, social, technological, or other considerations identified in the Statement of Overriding Considerations support approval of the project as modified by the adopted mitigation measures despite unavoidable residual impacts." (Page 6 of the "Findings of Fact for Riverside General Plan Impacts and Mitigation Measures" table located in the CEQA Findings of Fact and Statement of Overriding Considerations adopted by the Board of Supervisors on October 7, 2003.)

With respect to the project, **MM Aesthetics 2** which addresses foreground views to the Lakeview Mountains, and Alternatives 1, 2, 3, and 5 which all retain more agricultural open space than the proposed project, reduce but do not eliminate this cumulatively significant impact; especially when Alternative 1 is no development at all and Alternative 2 is development of the RCIP General Plan land uses which are considered cumulatively significant. Therefore, because the proposed project will contribute cumulatively to a significant and unavoidable change in visual character through conversion of open space to suburban uses, cumulative impacts will remain **significant and unavoidable after consideration of mitigation measures and alternatives**. A Statement of Overriding Considerations will be required prior to project approval.

Agricultural Resources

Impacts to agricultural resources are considered significant if the project will result in the conversion of Designated Farmland (Prime Farmland, Farmland of Statewide Importance, and Farmland of Local Importance) to non-agricultural uses. Development of the proposed project will convert approximately 495 acres of Designated Farmland (289 acres of Prime Farmland, 205 acres of Farmland of Statewide Importance, 1 acre of Unique Farmland) into non-agricultural land uses and conserve approximately 141 acres of Designated Farmland (78 acres of Prime Farmland, 41 acres of Farmland of Statewide Importance, 22 acres of Unique Farmland). As discussed in Section 5.2, there is no feasible mitigation for such loss. Impacts associated with the loss of designated farmlands from project development and cumulatively remain **unavoidable and adverse** and cannot be mitigated.

In addition to converting Designated Farmland to non-agricultural uses, the project will conflict with existing agricultural uses. Currently, there are active farming uses within the project boundary. The proposed project does not accommodate for the uses or continuation of agricultural activities, therefore, the project conflicts with existing agricultural uses and impacts remain **significant and unavoidable**.

Other than direct conversion of agricultural land to non-agricultural uses discussed above, the project includes the construction of on- and off-site improvements, such as roads, water and sewer infrastructures that will provide access and utilities to the adjacent agricultural properties and support increased future development in the area. Therefore, the proposed project will involve improvements that could result in the conversion of Designated Farmland to non-agricultural uses, and impacts are considered **significant and unavoidable**.

Direct impacts to existing agricultural activities on-site such as the chicken ranch, thoroughbred farm, and row crop, will also be lost due to development of the project. Therefore, impacts due to conflicts with existing agricultural uses will be **significant and unavoidable.**

Mitigation measures are included (see Section 5.2) and others considered but found infeasible to reduce the above significant environmental effects to less than significant. Thus, potential impacts to agriculture are considered **adverse, unavoidable, and significant**.

Air Quality

As analyzed in Section 5.3, the proposed project will create emissions of all criteria air pollutants, except CO_2 from both project construction (short-term) and project operation (long-term) that will exceed the SCAQMD established regional thresholds of significance in one or more analysis years. With mitigation measures implemented, the project will have a significant impact to air quality on a regional level. The project will exceed PM-10 and PM-2.5 emissions during the short-term from fugitive dust, other particulate matter, exhaust emissions generated by earthmoving activities and operation of grading equipment during site preparation (demolition and grading). Short-term impacts will also include emissions generated during construction of the buildings as a result of operation of equipment, operation of personal vehicles by construction workers, and coating and paint applications. Impacts are **significant and unavoidable**.

Even though THE VILLAGES OF LAKEVIEW project will fully meet the 28.3% greenhouse gas reduction standard specified in law, it will also be necessary for many third party agencies – including but not limited to ARB, EPA, regional transportation planning authorities, local agencies, and local air districts – to adopt and fully implement the ARB Scoping Plan and achieve corresponding greenhouse gas reduction requirements applicable to numerous other economic sectors. As the lead agency for this EIR, the County lacks the authority to compel these third party agencies to adopt or implement these AB 32 Scoping Plan components. However, the County concludes that the adoption and implementation of these requirements is within the responsibility and jurisdiction of these other public agencies, and these requirements can and should be adopted and implemented by these other agencies.

Notwithstanding the absence of any formal criteria for determining the level of significance of a project's cumulative contribution to climate change impacts at this time, the VILLAGES OF LAKEVIEW project will be implementing mitigation measures **MM Air 4** through **12** which address energy conservation and community-wide efficiency measures. Additionally, the project has been developed with relatively high-density residential and mixed uses which incorporate features like pedestrian oriented design that aim to reduce vehicle trips and trip length in turn reducing GHG emissions. Thus, the County concludes that project greenhouse gas emissions are considered **cumulatively considerable,** and therefore **significant**, based on the need for third party agency regulatory action to achieve the goals of AB 32 and the proposed project's total greenhouse gas emissions in anticipation of stringent thresholds to be adopted by the agencies.

Additionally, because there are two facilities that now exist which could result in future residents of THE VILLAGES OF LAKEVIEW being exposed to Toxic Air Contaminants, the Nutrilite facility and the Ramona Expressway Health Risk Assessments were prepared for each (see Appendix C (CD #3)). Section 5.3, found that no significant impacts would occur with from the operations of a nearby manufacturing facility (Nutrilite Facility). However, the HRA for the Ramona Expressway found that all modeled scenarios are above the SCAQMD threshold of significance set at 10 in one million. With or without the project, along with other projects, diesel emissions will increase as a result of build-out of the Ramona Expressway, to a cumulative impact related to exposure to diesel exhaust, this cumulative impact is considered **significant**.

Cultural

No direct impacts will result from project implementation to archaeological sites CA-RIV-397, CA-RIV-806, and CA-RIV-4155. Direct impacts were mitigated for archaeological sites CA-RIV-1842 and CA-RIV-8712. Even though CA-RIV-397, CA-RIV-806, and CA-RIV-4155 will be avoided by project development and CA-RIV-1842 and CA-RIV-8712 will be mitigated to minimize direct impacts, they may still be accessible to the public and indirect impacts such as vandalism and illicit artifact collection may occur. With the introduction of approximately 34,000 people in THE VILLAGES OF LAKEVIEW and other anticipated development in the area, these indirect effects could result in substantial adverse change in the significance of the resources over time and indirect effects are considered **significant and unavoidable.** There are no feasible mitigation measures that would avoid or reduce the indirect impacts resulting from human activities to less than significant.

Land Use

The project will result in alteration of the present and planned land use for this area. Currently, the Riverside County General Plan's Lakeview/Nuevo Area Plan Land Use designation include Rural Mountainous (RM), Open Space Conservation (OS-C), Very Low Density Residential (VLDR-RC), Rural Residential (RR), Agriculture (AG), AG with CD overlay, Low Density Residential (LDR-RC), Heavy Industrial (HI), Medium Density Residential (MDR), Light Industrial (LI). The project proposes Medium High Density Residential (MHDR), High Density Residential (HDR), Very High Density Residential (VHDR), Mixed Use Town Center, Open Space Conservation (OS-C), Park, and Public Facility land use designations. As discussed in Section 5.9, THE VILLAGES OF LAKEVIEW Specific Plan establishes land uses that are inconsistent with the current Land Use plan. Under the existing General Plan's Lakeview/Nuevo Area Plan, approximately 1,310 dwelling units and 239,580 commercial/industrial square feet could be developed while under THE VILLAGES OF LAKEVIEW Specific Plan, a maximum of 11,350 dwelling units and 500,000 commercial square feet could be built. Alternative 2 evaluates impacts of the existing General Plan land uses. Other than implementing Alternative 2, no feasible mitigation, regulation, or design consideration can lessen the impacts with respect to substantial alteration from present land use of the area. However, Alternatives Section 8.0 of the DEIR discusses Alternative which is the General Plan land uses as they are designated without the project and this impact would be considered **significant**.

Noise

The development of THE VILLAGES OF LAKEVIEW Specific Plan, together with ambient growth and other cumulative projects in the vicinity, will result in significant area-wide noise impacts due to increased ambient noise levels for the project. The project will contribute to significant permanent noise impacts as a result of developing and building out roadways (see Section 5.10). Existing sensitive receptors, such as the homes located along Reservoir Avenue, Wolfskill Avenue, Mike Lane and Poppy Road, Orange Street, Hansen Avenue, Lakeview Avenue East, and Yucca Avenue, and the existing school (Mountain Shadows Middle School, approximately ½ mile southwest of the project site) will be affected by increases in ambient noise levels associated with the project and other cumulative projects within the vicinity. The ADT used for the cumulative analysis includes the existing noise levels, project noise levels, and cumulative

noise levels. The analysis in Section 5.10, shows that road segments will exceed noise levels greater than 5 dBA, which is considered significant. It is not feasible nor is it required for the developer or County to mitigate (i.e., build walls or change out windows) for existing affected land uses. However, future development located along the roadway segments analyzed will be required by the County to address and mitigate for noise levels in excess of County standards. Thus, it is not feasible, or in some cases desirable, to mitigate the significant area-wide noise impacts. Therefore, potential adverse noise impacts related to increases in ambient noise levels remain **significant and unavoidable** with respect to existing uses.

Population and Housing

The project will cumulatively exceed regional and local population projections. As discussed in Section 5.11, THE VILLAGES OF LAKEVIEW Specific Plan will generate 42.3 percent of the population projected for the Area Plan whereas the project area was previously anticipated to only generate 4.9 percent of the population. The difference between the anticipated population and the proposed population is over an 850 percent increase. THE VILLAGES OF LAKEVIEW Specific Plan proposes 11,350 dwelling units which would yield a population of approximately 34,000 people. Based on the current General Plan land use designations, the same area would yield approximately 1,310 dwelling units and 3,943 residents. If the Area Plan's projected population of 80,602 is adjusted for the project, it will increase the population to 110,822 people, which is a 27.27 percent increase stimulated by THE VILLAGES OF LAKEVIEW project alone. Therefore, the proposed project would have a **significant unavoidable** impact on the RCIP General Plan population projections and, by extension, the SCAG forecasts.

The project also includes the construction of on- and off-site improvements, such as, roads, water and sewer infrastructures that will provide access and utilities to surrounding properties and support increased future development in the area. These improvements will have an indirect impact to population growth by extending and/or increasing capacity of the existing roadways thus eliminate one of the constraints to growth in the area. Therefore, impacts remain **significant**, no feasible mitigation, regulation, or design consideration can lessen the impacts with respect to population growth as a result of the project, except for Alternative 2, build-out of the existing General Plan.

Transportation

The analysis of all phases for the project, with respect to project traffic in the Base Case scenario, are found in Section 5.14 of this DEIR. The analysis shows that the project will contribute to the exceedance of acceptable levels of service for both intersections and roadway segments, and contribute to substantial increases in the traffic on roads, when analyzed with and without other area projects. Mitigation measures in the form of signals and roadway improvements, and fair share fees will be required and implementation of these measures will reduce these potentially significant impacts to below the level of significance. However, the project's contribution to cumulative traffic impacts is substantial and mitigation measures cannot reduce it to less than significant, therefore **cumulative impacts are significant and unavoidable**. Alternatives Section 8.0 discusses possible alternatives which reduce traffic but do not eliminate cumulative effects.

In addition, at the time the project is operational, it is not known which of the off-site regional improvements will be constructed. Therefore, there is a possibility that project-generated traffic will result in temporary project-specific and cumulatively significant impacts to levels of service in the project vicinity. This is considered a **significant unavoidable adverse temporary** impact.

7.3 Growth Inducement

According to State CEQA Guidelines (Section 15126.2 [d]), a project may foster economic or population growth, or additional housing, either directly or indirectly , in a geographical area if it meets any one of the following criteria below:

- A project would remove obstacles to population growth.
- Increases in the population may tax existing community service facilities, causing significant environmental effects.
- A project would encourage and facilitate other activities that could significantly affect the environment.

THE VILLAGES OF LAKEVIEW Specific Plan will foster population and economic growth directly through the development of 11,350 dwelling units, which would yield a population of approximately 34,163 people to the project site. The project also includes 500,000 square feet of commercial development which has the potential to create approximately 1,000 jobs. The number of new dwelling units available will directly induce substantial population growth to the area, while the commercial component would induce some economic growth.

Urbanization of the project site could potentially influence continued development within adjacent properties by providing or extending roadways, extending water and sewer service, and extending energy services to the immediate area. Since the surrounding area is primarily vacant or rural-type properties, the infrastructure improved/expanded by the project could eliminate potential constraints for future development in this area.

A project can be considered to have growth inducing impacts if improvement of roadways into the area might encourage development of agricultural or vacant land that might not otherwise be improved. The proposed project site currently has access from existing paved Ramona Expressway, which traverses through the site, as well as Lakeview Avenue, Fifth Street, Sixth Street, Hansen Avenue, Wolfskill Avenue, Marvin Road, and Davis Road. These streets would support some development within the vicinity of the project site, with or without the proposed project. The expansion of Ramona Expressway would support development within the vicinity of the project site, with or without the proposed project. The roadway improvements are expected to be incremental and will beneficially impact the overall traffic conditions in the area anticipated from the project and other proposed development within a few miles of the project site. These improvements will have an indirect impact to population growth by extending and/or increasing capacity of the existing roadways thus eliminating one of the constraints to growth in the area.

The project will include a combination of partial and full-width improvements to segments of some of these streets, and will construct new roads to serve the proposed project. However, the areas located immediately north of the project site include the San Jacinto Wildlife Area, which will not be provided with more access than present, nor would growth occur therein. The northeast farms area currently has access via Ramona Expressway, Fifth Street, Sixth Street, and Bridge Street which will not be changed or expanded, with exception to Ramona Expressway, by the project. The Lakeview Mountains are preserved by the project through MSHCP compliance and so no growth potential will exist adjacent to that portion of the site. The existing community of Lakeview/Nuevo is generally built out. Areas west of the San Jacinto River are not dependent

on the roadway network which will be developed within/adjacent to THE VILLAGES OF LAKEVIEW, however, the proposed project will have an indirect impact to population growth by extending and/or increasing capacity of the existing roadways thus eliminating one of the constraints to growth in the area.

Currently, potable water in the vicinity of the project is provided by private wells on individual properties or by EMWD. Potable water will be provided to the proposed project development by EMWD. There are existing water lines in Wolfskill Avenue and Fifth Street, and a direct line to serve the chicken ranch. The project will need to tie into these existing facilities which are planned for residential and commercial uses as proposed by the project. The existing water infrastructure does not have the capacity to meet the projected needs of all of THE VILLAGES OF LAKEVIEW; therefore, additional water distribution and storage facilities will be necessary. Improvements being made by the project are pursuant to EMWD's Lakeview/Nuevo Area Wide Master Plan for Water, Sewer, and Recycled Water. The infrastructure to be installed by the project for water will be sized to serve the project and future urbanization within the area. Although EMWD has planned for the project, and improvements are expected to be incremental—occurring as the project develops—as they contribute significantly to eliminating constrains to development thus making the project indirectly a growth inducing factor.

Sewer service is not currently available to the project site. The lack of sewer service within this area currently limits development to 1 dwelling unit per ¼ acre, which is the minimum size lot for septic systems. There are existing sewer lines in Nuevo Road and Pico Avenue, approximately 4 to 5 miles southwest of the project site. Wastewater treatment service for the project would also be provided by EMWD. The project will need to tie into the existing facilities which were planned for residential and commercial uses as proposed by the project. Improvements being made by the project are pursuant to EMWD's Lakeview/Nuevo Area Wide Master Plan for Water, Sewer, and Recycled Water. The infrastructure to be installed by the project for sewer will be sized to serve future projects in the area. Therefore, although EMWD has planned for the project, and has adequate facilities both in location and in treatment capacity to serve the project, the project could be considered growth inducing because it is installing sewer collection facilities and eliminating existing septic system constrains which will make it easier to accommodate future growth.

The proposed project's potential impacts to existing community services are discussed in Section 5.12, Public Services, of this DEIR. To the extent that the extension of infrastructure may promote growth elsewhere, public services could be significantly affected, as discussed in Section 7.1, Cumulative Impacts Analysis.

7.4 Irreversible Environmental Changes

The intent of this section of the EIR is to discuss primary and secondary impacts of the proposed project that result in significant irreversible changes in the environment. The CEQA Guidelines section related to this topic (15126.2 (c)) identifies as examples such things as use of nonrenewable natural resources, irreversible changes in land use, and irreversible damage to the environment resulting from environmental accidents associated with the project.

Implementation of the proposed project would irreversibly commit approximately 1,800 acres of the generally non-urbanized project site for the development of residential, commercial, and public facilities land uses. The irreversible environmental changes of this urbanization include: loss of agricultural soils and agricultural zoning, increased traffic volumes, incremental degradation of the regional air quality, additional noise created by traffic generated by inhabitants of the project, incremental demands for public services and utilities, and changes to the visual environment that will not likely be reversed. Significant unavoidable adverse environmental effects associated with degradation of air quality, agriculture, aesthetics, indirect biological effects, ambient noise, and increased traffic levels will result in the long term from development following implementation of all mitigation measures, conditions of approval, project design features, and local, state, and federal regulations.

Primary impacts will result from the consumption of non-renewable resources during construction and operation of the proposed project. Non-renewable resources such as sand, gravel, and steel, and renewable resources such as lumber will be consumed during project construction. Energy, fossil fuels, oils, and natural gas will be irreversibly committed during construction. These same resources are used for vehicles and heating/cooling equipment during operations. The continued use of these resources associated with project operations represents a long-term obligation. The energy consumed in developing and maintaining the site for urban use may be considered a permanent investment.

Secondary impacts result from fuel consumption in the form of air pollution which degrades both air quality in general and contributes to the formation of greenhouse gases which cumulatively affect global warming. Human activities associated with industrial/manufacturing, utilities, transportation, residential, and agricultural sectors contribute to these GHG (Section 5.3). Transportation is responsible for 41 percent of the state's GHG emissions, followed by electricity generation (Section 5.3). Emissions of CO2 and NOX are byproducts of fossil fuel combustion. Methane, a highly potent GHG, results from off-gassing associated with agricultural practices and landfills.

In addition, the proposed project would result in a long-term, irreversible change in the visual character of the project site. The non-urbanized, agricultural character of the site would be transformed into residential/commercial development. Night lighting in the project vicinity would incrementally increase as a result of the proposed development. These changes to the visual environment, while less than significant pursuant to CEQA as discussed in Aesthetics, Section 5.1, are consistent in keeping with the General Plan "Community Development Overlay," however, the "open space" quality of agriculture currently visible in the community

will be irreversibly changed to a developed state and is unlikely to revert to open space again even after the 50- to 75-year life span of structures on site is reached.

Development of the proposed project will convert approximately 495 acres of Designated Farmland to non-agricultural land uses some of which will be converted to non-agricultural uses. Currently, there are active farming uses with the project boundary. Indirect impacts of the project may result as planned regional improvements to roadways and utilities convert surrounding Designated Farmland to non-agricultural land uses which will be permanent.

The project will also introduce indirect impacts with respect to state endangered, or threatened species, or on any species identified as a federal candidate, sensitive, or special status species. Through the MSHCP Urban/Wildlands Interface Guidelines, projects located adjacent to the MSHCP Conservation Area are required to implement measures to address indirect effects to plants and wildlife located within the adjacent Conservation Areas. The implementation of such measures is intended to reduce indirect effects to below a level of significance. However, the project along with subsequent developments will introduce additional population to the area which indirectly and cumulatively impacts these species and their habitats. As the urban dwellers will be permanent, irreversible changes to edge conditions will result.

Although the site was previously utilized for agriculture, imported water consumption increases will result from project development. Such additional consumption in this area will require a long-term commitment to providing such service. Due to the lack of developed groundwater resources for urban use, imported water will be needed to serve the site. Conservation programs and mitigation measures will limit consumption, encourage reuse and groundwater recharge, and therefore demand on water sources will be lessened, but such measures cannot prevent irreversible use of water from imported sources.

Another irreversible change that may occur as a result of this project is the increase in traffic. With the proposed project and subsequent development, the average daily traffic (ADT) will increase substantially just due to ambient growth in the vicinity. The increased number of vehicles contributes to the degradation of air quality. The project air quality analysis indicates that impacts to air quality are **significant**, even after mitigation.

A secondary impact that results from increased traffic is ambient noise levels. Currently, the surrounding project area is sparsely developed with relatively low ambient noise levels, although some existing street segments exceed 65 dBA. Once the project conducts roadway improvements and introduces project traffic on those roads, the noise levels will increase, including along roadway segments with existing sensitive receptors. The project together with ambient growth and other cumulative projects in the vicinity will result in significant area-wide noise impacts due to increased ambient noise levels for the project. Noise levels will remain higher permanently.

8. 0 ALTERNATIVES TO THE PROPOSED PROJECT

The following discussion considers alternatives to implementation of the project. The discussion examines the potential environmental impacts resulting from each alternative. Through comparisons of these alternatives to the project, the relative advantage(s) of each can be weighed and analyzed.

The State CEQA Guidelines, Section 15126.6, identify the parameters within which consideration and discussion of alternatives to the proposed project should occur. As stated in this section of the guidelines, alternatives must focus on those that are potentially feasible and which attain most of the basic objectives of the project. As stated in THE VILLAGES OF LAKEVIEW Specific Plan, and Section 3.5 of this DEIR.

PROJECT OBJECTIVES

A clear statement of project objectives allows for the analysis of reasonable alternatives to the proposed project. The overall intent of THE VILLAGES OF LAKEVIEW is to provide high quality residential and commercial uses to serve existing and future residents of the Lakeview/Nuevo area of Riverside County.

The planning and development objectives for THE VILLAGES OF LAKEVIEW project are based upon Smart Growth Principles[1], which are endorsed by the Smart Growth Network. The Smart Growth Network is a network of private, public, and non-governmental partner organizations seeking to improve development practices. Smart Growth is the driving force behind the planning of THE VILLAGES OF LAKEVIEW. The following are the ten Smart Growth principles followed by the project Objective(s), with the Expected Outcomes of the Objectives explained. For consistency of referencing, the numbering/lettering of the Principles and Objectives matches that of THE VILLAGES OF LAKEVIEW Specific Plan.

a. Principle: Provide a mix of land uses.

1. Objective: To build upon the 2003 RCIP by leveraging the unusually large size of the property and fortuitous location adjacent to a Community and Environmental Transportation Acceptability Process (CETAP) major transportation corridor and develop a mixed-use community within a logical build-out timeframe where residents can live, play, shop, learn, and to the extent possible, work.

   Expected Outcome: A large property under a single ownership adjacent to a major transportation corridor – this extraordinary opportunity deserves an extraordinary community to be proposed. Of the 2,786 acres, the proposed community is approximately 10% mixed use, 38% residential, and 52% open space (conservation, parks, trails, earthen drainage channels, landscape setbacks, terrace slopes and open space), with the mixed-use Town Center

Smart Growth Principles[1]

Village centrally located creating easy access from the surrounding residential villages.

2, Objective: To leverage the shape and setting of the site and create a range of villages that support a variety of lifestyles within a mixed-use framework.

Expected Outcome: The shape and setting affords the ability to create a range of villages. Land use within each village responds to: the land and its setting; existing adjacent uses and the need for buffers; the opportunity to meet housing needs at many life stages; the economic reality that new development must pay its own way; and the desire to create diverse, yet cohesive villages within a mixed-use framework. The planning process led to the identification of a maximum of 11,350 dwelling units and 500,000 square feet of commercial uses within seven villages.

b. Principle: Take advantage of compact building design.

1. Objective: To maximize land use efficiency and conserve land on-site as envisioned in the MSHCP and CETAP programs.

Expected Outcome: THE VILLAGES OF LAKEVIEW will employ compact building design to create a reduced development footprint so it could make significant contributions to conservation efforts through the Multiple Species Habitat Conservation Plan (MSHCP) and transportation efforts through CETAP, specifically Mid-County Parkway which is proposed along the Ramona Expressway alignment within this section. In doing so, THE VILLAGES OF LAKEVIEW is implementing the General Plan Population Growth Vision: *"New growth patterns no longer reflect a pattern of random sprawl. Rather, they follow a framework of transportation and open space corridors, with concentrations of development that fit into that framework. In other words, important open space and transportation corridors define growth areas."* THE VILLAGES OF LAKEVIEW fits because it concentrates development along Ramona Expressway, contributes significant right-of-way to the Ramona Expressway corridor, and avoids habitat so it can make a significant contribution to the MSHCP.

2. Objective: To conserve a contiguous 900+ acre block of the Lakeview Mountains, to implement a portion of the MSHCP Proposed Constrained Linkage 20, and to avoid sensitive species/habitats and significant cultural resources.

Expected Outcome: By utilizing compact building design at the community level, neighborhood level, and house level, more than half of the land will be open space of some sort, including significant buffers to the San Jacinto Wildlife Area, Lakeview Mountains, and existing community of Lakeview/Nuevo. Consequently, almost 1,000 acres of various habitats will be conserved and significant cultural resources are being avoided with buffers being provided.

c. Principle: Create a range of housing opportunities and choices

1. Objective: To leverage the single ownership and create a master plan, i.e. not conventional tract housing because *"one size does not fit all,"* that provides a variety of housing opportunities available to a variety of income levels and supports Riverside County efforts to provide a fair share of regional housing

Expected Outcome: Given the existing context – which includes the existing rural community and a large number of proposed ½-acre and 7,200-square foot lots – THE VILLAGES OF LAKEVIEW is planned to stretch the range of housing opportunities in the marketplace even further. It is a multigenerational community that creates housing opportunities at many life stages. Villages vary in character in order to support lifestyle choices: from entry level to luxury, for young families to active adult, in refined to informal settings. The village concept respects the existing community because it supports rural Lakeview/Nuevo as another choice, another village. Residents will be able to call the Lakeview/Nuevo community "home," even though their housing needs change over time.

2. Objective: To offer a "green" housing choice and support reduced energy consumption within the houses built.

Expected Outcome: A broad collection of practices, standards, measures, methods, procedures, techniques, and approaches will be provided. This broad collection is known as "Lakeview Green Design." Among many things, it will offer potential homeowners the opportunity to choose a "green" home, which includes an energy conservation component.

d. Principle: Create walkable communities.

1. Objective: To inspire healthy living and accommodate a pedestrian-friendly lifestyle

Expected Outcome: THE VILLAGES OF LAKEVIEW is walkable, with sidewalks separated from streets and trail connections at every edge, a 32-mile network of bicycle lanes, trails, and paseos shall be provided to enable every possible experience: walking, hiking, biking, or equestrian; on-street or off-street; up the mountain or through the open space; from short loops on flat terrain to large loops providing up to 1,200' inclines.

2. Objective: To grow a community of trees on-site and use potable water efficiently.

Expected Outcome: Given the climate, shade is needed to encourage people to walk. As such, the project will be a community of trees—as many as 50,000 are possible. Recycled water shall be utilized to the extent possible. To stabilize the system, the project will provide a site for a recycled water tank.

Drought tolerant landscaping will be used and turf will be used wisely. The 4-mile drainage channel system will be earthen, not lined with concrete, and eight miles of roadside swale will be vegetated, rather than concrete curb-and-gutter; in an effort to promote infiltration and groundwater recharge. A demonstration garden shall be incorporated into the Central Park or Greenbelt as a public outreach effort to inform and educate the community on California-appropriate landscape practices, including smart irrigation systems and point irrigation systems.

e. Principle: Foster distinctive, attractive communities with a strong sense of place.

1. Objective: To develop an attractive community with a strong sense of place in the Lakeview/Nuevo area of Riverside County.

Expected Outcome: Given the Riverside County location, the character of THE VILLAGES OF LAKEVIEW will be inspired by the evocative imagery that brought the first settlers to the area—images of early southern California such as shaded arcades, tree-lined drives, and architecture graced by the beauty of the natural environment as its backdrop. Within the community core is the Central Park—the social center of the community. With a library, public community center, sports park, other recreation facilities, and schools flanking either side, Central Park's public plaza will be a bustling place. Through the use of these facilities, social infrastructure can be used to jump-start community involvement.

2. Objective: To inspire life-long learning.

Expected Outcome: The concept of life-long learning will be promoted and provided throughout the community which goes hand-in-hand with the extra facilities provided, such as extra classrooms for pre-school, community rooms for after-school programs and weekend health clinics, and the public community center which could provide evening and weekend classes for on-going training.

f. Principle: Preserve open space, farmland, natural beauty, and critical environmental areas

1. Objective: To avoid, conserve, enhance, and/or protect critical environmental areas both on-site and adjacent to the project.

Expected Outcome: The planning effort for THE VILLAGES OF LAKEVIEW reacted to the site's existing natural setting. As a result, development of the proposed project enables: avoidance of direct impacts to a vernal pool and other wetlands; expansion of the San Jacinto River floodplain volume; a minimum 500' buffer to the San Jacinto Wildlife Area to be established; natural storm water treatment systems to be built; quality of stormwater runoff to be enhanced; and almost 1,000 acres of various habitats to be conserved.

2. Objective: To inspire environmental stewardship.

   Expected Outcome: An environmental stewardship program will be provided. Its goal is to educate homeowners on the benefits of the environment and inspire them to protect it. Throughout the community, interpretive elements may be provided including signs and sample demonstrations.

g. Principle: Strengthen and direct development towards existing communities.

1. Objective: To strengthen the existing Lakeview/Nuevo community by providing a library and public community center.

   Expected Outcome: The project will provide access to the general public to community facilities such as schools, libraries, and a public community center; parks and open spaces; and retail shopping and employment opportunities. In addition, some existing residents will benefit from the installation of flood control facilities and a sanitary sewer system.

2. Objective: To protect the existing rural lifestyle adjacent to the site by supporting the Lakeview/Nuevo Design Guidelines.

   Expected Outcome: The land plan will provide buffers between rural and suburban uses, equestrian trails, and an equestrian park opportunity. Circulation will be designed to direct anticipated traffic to Ramona Expressway and off existing rural roads. The project supports the Lakeview/Nuevo Design Guidelines, a document that further protects the existing rural community.

h. Principle: Provide a variety of transportation choices.

1. Objective: To provide residents with a hierarchy of transportation choices.

   Expected Outcome: While light rail does not directly connect to this project, THE VILLAGES OF LAKEVIEW will be a walkable community that is built for walking/hiking/biking first, mass transit second, and accommodate the automobile third. THE VILLAGES OF LAKEVIEW will coordinate transportation with local and regional agencies where possible in order to maximize integration of the project with local transportation planning and implementation efforts. These efforts include the possibility of extending the Riverside Transit Agency's Bus Rapid Transit System into the area and bus connections to proposed Metrolink stations along the Perris Valley Line, which could provide residents access to Perris, March Air Reserve Base, University of California Riverside, and Riverside, Los Angeles and Orange counties. Bus stops within the community have been tentatively identified.

2. Objective: To encourage residents to use their cars less

   Expected Outcome: The mixed-use Town Center Village will be designed to discourage the use of cars. The 32-mile network of bicycle lanes, trails, and paseos leads to destinations such as the library, schools, parks, open space, and bus stops. THE VILLAGES OF LAKEVIEW shall provide an appropriately located Transit Center, which includes a bus stop and a park-and-ride lot to facilitate carpooling and/or use of public transportation. Future potential live/work units could encourage working from home. As a whole, these choices encourage residents to use their cars less.

i. Principle: Make development decisions predictable, fair, and cost effective.

1. Objective: To make development decisions predictable, fair, and cost effective for new development since economic reality causes new development to pay its own way.

   Expected Outcome: The Master Developer will participate in on-going regional planning efforts. These efforts will include the creation of new funding programs, such as a Community Facilities Fee Program and a Road & Bridge Benefit District. By planning a region for the long term, decisions will be predictable to present and future generations, fair to existing and proposed communities, and cost effective for new development.

j. Principle: Encourage community and stakeholder collaboration in development decisions.

1. Objective: To inspire community involvement through collaboration before, during, and after development.

   Expected Outcome: An on-going outreach program has been established and will continue to encourage collaboration with the local community of Lakeview/Nuevo, environmental community, Native American tribes, and education community. It is a program that has been and will be accessible and forthright to all stakeholders. Dozens of meetings have occurred and dozens more will occur. Fruits of the effort are evident. In 2004 Native American monitors representing multiple tribes participated in the archaeological testing fieldwork. In addition, this program intends to assist with the, social infrastructure needed to jump-start community involvement.

Significant Unavoidable Impacts

The CEQA Guidelines also state that the discussion of alternatives must focus on options capable of either avoiding any significant environmental effects of the project or substantially lessening those impacts. According to the analysis presented in the prior sections, adoption of the project as described will result in unavoidable significant impacts with regard to the following issue areas:

- Aesthetics (Threshold C), due to potential to obstruct existing open views of agriculture and potentially obstructing distant panoramic views from existing development (cumulatively significant, only);
- agriculture (Thresholds A, B, and D), due to loss of Designated Farmland (project and cumulatively significant) and loss of active agricultural uses;
- air quality (Thresholds B, C, and E), both project-specific and cumulative with respect to exceedance of SCAQMD thresholds (Regional and Local, both short-and long-term impacts), health risks associated with diesel emissions from Ramona Expressway, cumulative impacts to greenhouse gas emissions;
- cultural resources (Threshold B) indirect impacts only from population increases and proximity (both project and cumulative);
- land use (Threshold A), resulting from changes in land uses and intensity of development from the current General Plan and zoning;
- noise (Threshold A), due to increases in ambient levels in excess of 5 dbA;
- population (Thresholds A and B), due to substantial increase over regional projections for the area; and
- traffic (Threshold A), project-specific, cumulative, and temporary.

Significant Impacts Which Can be Mitigated

As identified in the DEIR, in addition to these significant unavoidable impacts, the analysis presented in Section 5.0 identified significant impacts related to the following issue areas, all of which can be mitigated below a level of significance: project-specific aesthetics impacts(Thresholds A, B, and C), direct and indirect biological impacts (Thresholds A, B, C, D, and E), cultural (Thresholds A, B-direct, C, and E), geology and soils (Thresholds A and H), hazardous materials (Thresholds B and E), hydrology (all thresholds), land use (Thresholds D, E, and G), noise (Thresholds B, C, and D), public services (Threshold A), traffic (Thresholds B, C, and D)) and utilities (Thresholds B, E, F, G, and H). Other thresholds not mentioned as unavoidable or mitigated were found through the analysis to be less than significant without mitigation.

As described in CEQA Guidelines Section 15126.6(a), each alternative considered must be capable of avoiding or substantially lessening any significant effects of the proposed project described in this DEIR. The rationale for selecting the alternatives to be evaluated and a discussion of the "no project" alternative are also required, per Section 15126.6 (c) and (e).

This section of the DEIR will look at: 1) a No Project/No Development Alternative that retains existing land uses on site, 2) Development Under Existing Plans and Entitlements, with development of existing residential lots in the mountains and development of agriculture and

residential uses pursuant to the current General Plan with no proposed amendments, 3) No Development North of Ramona Expressway, including clustering all units south of Ramona Expressway, and development of land north of Ramona Expressway under existing conditions and/or entitlements, 4) Reduced Density Alternative with 7,200 square-foot lots over the entire site, except MWD properties, and 5) Commercial/Industrial Alternative which includes significantly more commercial, and also industrial land uses in addition to residential uses and no development at the eastern end of the site. A more detailed description of each alternative is discusses later in this section.

Rationale for Alternative Selection

Pursuant to CEQA (15126.6(a)), each alternative must accomplish most of the basic project objectives and in some way avoid or substantially lessen one or more of the significant effects created by the proposed project, as listed above. Therefore, only alternatives which mitigate or avoid one or more significant effects to a greater degree than the proposed project were considered. CEQA also requires consideration of alternative sites for the project if significant impacts can be avoided or lessened. See the discussion below under "Alternatives Rejected from Consideration," below.

Alternative 1, "No Project" is required under CEQA to evaluate the environmental effects associated with no action on the part of the Lead Agency.

Alternative 2 is also required by CEQA and is evaluated to address the project's significant impacts resulting in degradation of air quality, loss of agricultural land, ambient noise increases, inconsistency with the County General Plan land uses, and cumulative traffic impacts.

The primary significant unavoidable impact which Alternative 3 addresses is loss of agricultural land and Designated Farmland. Of the 289 acres of Prime Farmland which will be developed by the project, 165 acres of it are located north of the Ramona Expressway. Therefore, Alternative 3 provides a 57 percent reduction in impacted Prime Farmland. Only 6 acres of Unique Farmland and Farmland of Statewide Importance, combined, will be avoided by this alternative. In addition, some NOP commenters have expressed concern about human habitation too close to the San Jacinto Wildlife Area, however, the direct and indirect impacts to biological resources have been found to be less than significant with mitigation for the project. Alternative 3 would also lessen health risks to future residents from diesel emissions on Ramona Expressway by relocating some homes to the south into planning areas that would not be affected by diesel Toxic Air Contaminants that exceed significance thresholds.

Alternative 4 was chosen to address significant impacts associated with air quality, traffic, noise, and water resources by reducing the number of units and providing development similar to the pattern of residential development found historically elsewhere in the County.

Alternative 5 was chosen to address the jobs/housing balance by reducing the number of units and providing additional office and industrial uses. This alternative would also address significant impacts to air quality, traffic, agricultural resources, and water resources by reducing the number of units and increasing non-residential uses.

Alternative 6 was selected to address impacts associated with GHG emissions by incorporating additional GHG mitigation measures and project design guidelines suggested by the California Attorney General.

Alternatives Rejected from Consideration

A land use plan was prepared and presented at the initiation of the Pre-Habitat Acquisition and Negotiation Strategy (HANS) process with the County that is required under the County MSHCP. This plan (the project) was changed in response to the HANS process and comments received during the NOP comment period related to wildlife, the MSHCP, and other biological resources issues. This pre-HANS plan was rejected because it included development too close to the San Jacinto Wildlife Area (SJWA) and Lakeview Mountains. In addition, the open space which was to serve as the wildlife corridor pursuant to MSHCP Constrained Linkage 20, was located further east than delineated within the MSHCP. Therefore, this land use alternative was rejected in favor of the proposed project which has a development setback of 500 feet from the SJWA, has all development and fuel modification zones located below outside conservation areas and the Lakeview Mountains, and has the wildlife corridor located in a location which is consistent with the MSHCP.

Pursuant to CEQA, alternative analysis must include consideration of alternative sites for the entire project if a different site would avoid or reduce impacts. As one of the project objectives is to build a project in this portion of Riverside County, the Lakeview Nuevo Area Plan and adjacent portions of the cities of San Jacinto and Perris were considered for alternative sites. The general area considered is shown in **Figure 8-1, Existing and Proposed Development**. This area was chosen for consideration with respect to alternative sites because the project Objectives listed above and in THE VILLAGES OF LAKEVIEW Specific Plan, tie this project to the Lakeview/Nuevo area of Riverside County. The size of the project, approximately 2,800 acres, is also key to the project objectives because the size of the project affords it the ability to provide consolidated open space areas, a range of housing types, community/civic amenities, etc., which a number of smaller sites/developments could not achieve. Therefore, review of **Figure 8-1** indicates that areas large enough to accommodate a project of over 2,500 acres are limited, due to existing development and/or proposed development projects planned by others. No sites large enough for this project remain within the city of Perris. Within unincorporated Riverside County, no areas of sufficient size exist to the west and north of the project due to proposed development and public lands within the San Jacinto Wildlife Area and Lake Perris State Recreation Area. Land of sufficient size appears to be available north of Ramona Expressway, immediately northeast of the project site and in the Lakeview Mountains/Juniper Flats area, south of the project site. Within the city of San Jacinto, an area south and west of the Villages of San Jacinto and Gateway projects could be large enough. The analysis below focuses on Riverside County and the city of San Jacinto, respectively.

Riverside County (unincorporated)

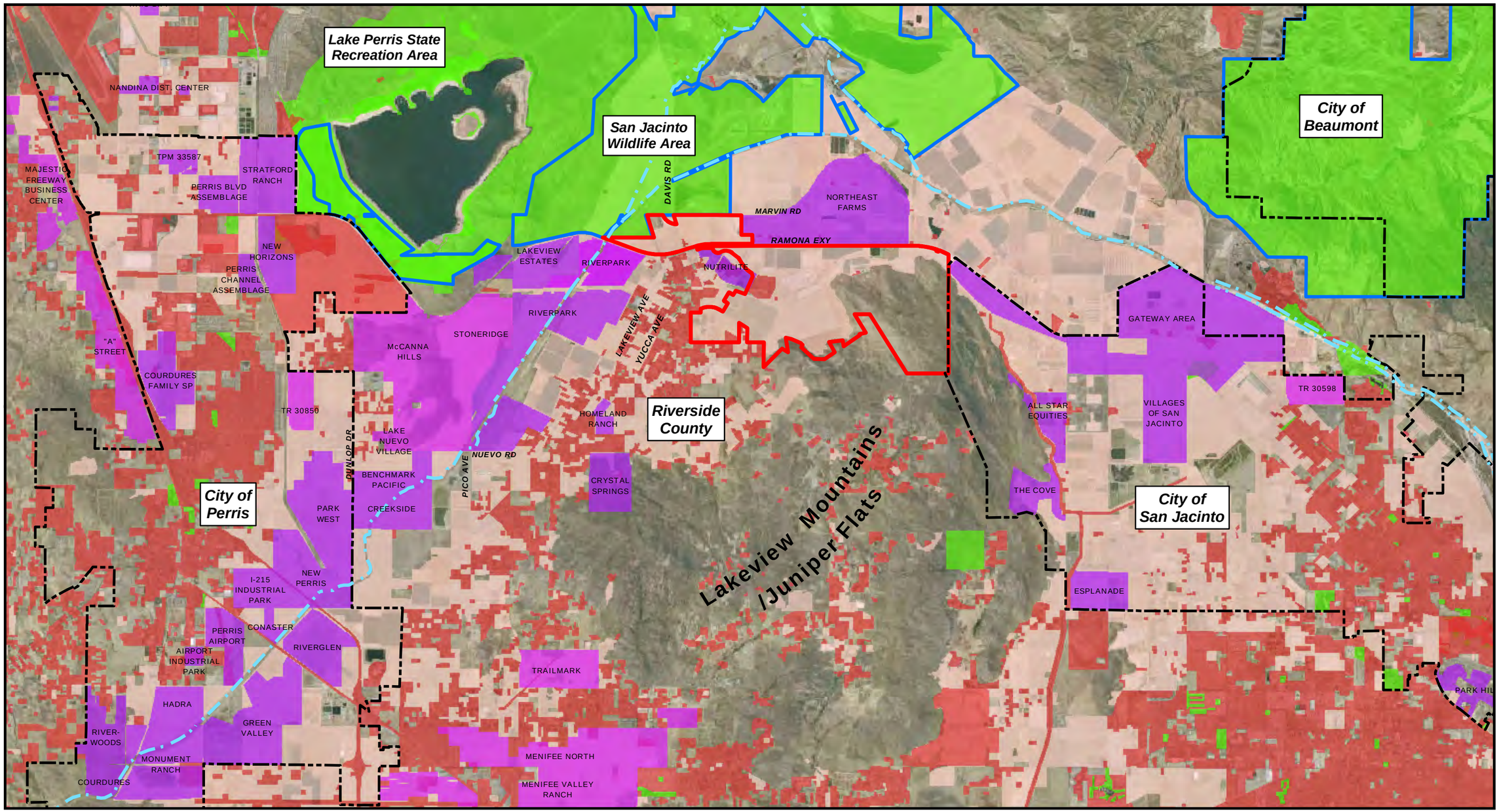
The potential alternative sites that may be large enough around the Lakeview Mountains/Juniper Flats area are too mountainous for higher density development. Due to slopes exceeding 20 percent which would require significant grading, potential significant impacts to aesthetics and air quality would be increased by relocating the project to this area. Juniper Flats also has limited access to major roads or future transportation corridors which could limit transportation choices now and in

the future, thus, not meeting this important project Objective. Therefore, the Lakeview Mountains/Juniper Flats alternative sites were not considered further.

The land located north of Ramona Expressway, immediately northeast of the project site, is characterized as agricultural land with existing dairies and the San Jacinto River running through it. Many potential significant adverse environmental impacts would be similar between this alternative site property and THE VILLAGES OF LAKEVIEW site. Conversion of agricultural uses and State-Designated Farmland would occur at this alternative site. Review of **Figure 8-2, Farmland Designations in the Lakeview/Nuevo Area of Riverside County**, indicates that the land located north of Ramona Expressway has greater acreages of Prime Farmland and Farmland of Statewide Importance than the existing THE VILLAGES OF LAKEVIEW site, thus creating similar or potentially greater impacts to loss of Designated Farmland. This alternative site area also abuts the San Jacinto Wildlife Area, so any direct or indirect impacts to the Wildlife Area would be similar to those of the proposed project. Depending on the configuration of such an alternative, an additional crossing of the San Jacinto River might be needed to provide adequate access, which could cause additional potential impacts than are not caused by the project in its present location. Potential impacts related to traffic and air quality would be similar to the proposed project. Therefore, because potential impacts would be similar or worse than the proposed project location, the alternative site located north of Ramona Expressway, immediately northeast of the project site was not considered further.

City of San Jacinto

The land located south and west of the Villages of San Jacinto and Gateway projects in the city of San Jacinto is characterized as agricultural land with existing dairies and scattered commercial and residential uses. Many potentially significant adverse environmental impacts would be similar between this alternative site property and THE VILLAGES OF LAKEVIEW site. Conversion of agricultural uses and State-Designated Farmland would occur at this alternative site. Review of **Figure 8-2** indicates that the land located in this portion of the city of San Jacinto has greater acreages of Locally Important Farmland and Farmland of Statewide Importance than the existing Villages of Lakeview site, thus creating similar impacts to loss of Designated Farmland. Potential impacts related to traffic and air quality would be similar to the proposed project. Indirect impacts to biological and cultural resources would remain the same as with the proposed project because they result from a large influx of people into the vicinity of sensitive archaeological sites and biologically sensitive areas. Therefore, because potential impacts would be similar to those of the proposed project location and no significant impacts would likely be reduced, the alternative site located in the city of San Jacinto will not be considered further.



Sources: Riverside County GIS, 2008; SCAG, 2001; AirPhoto USA, April, 2007

ALBERT A. WEBB ASSOCIATES

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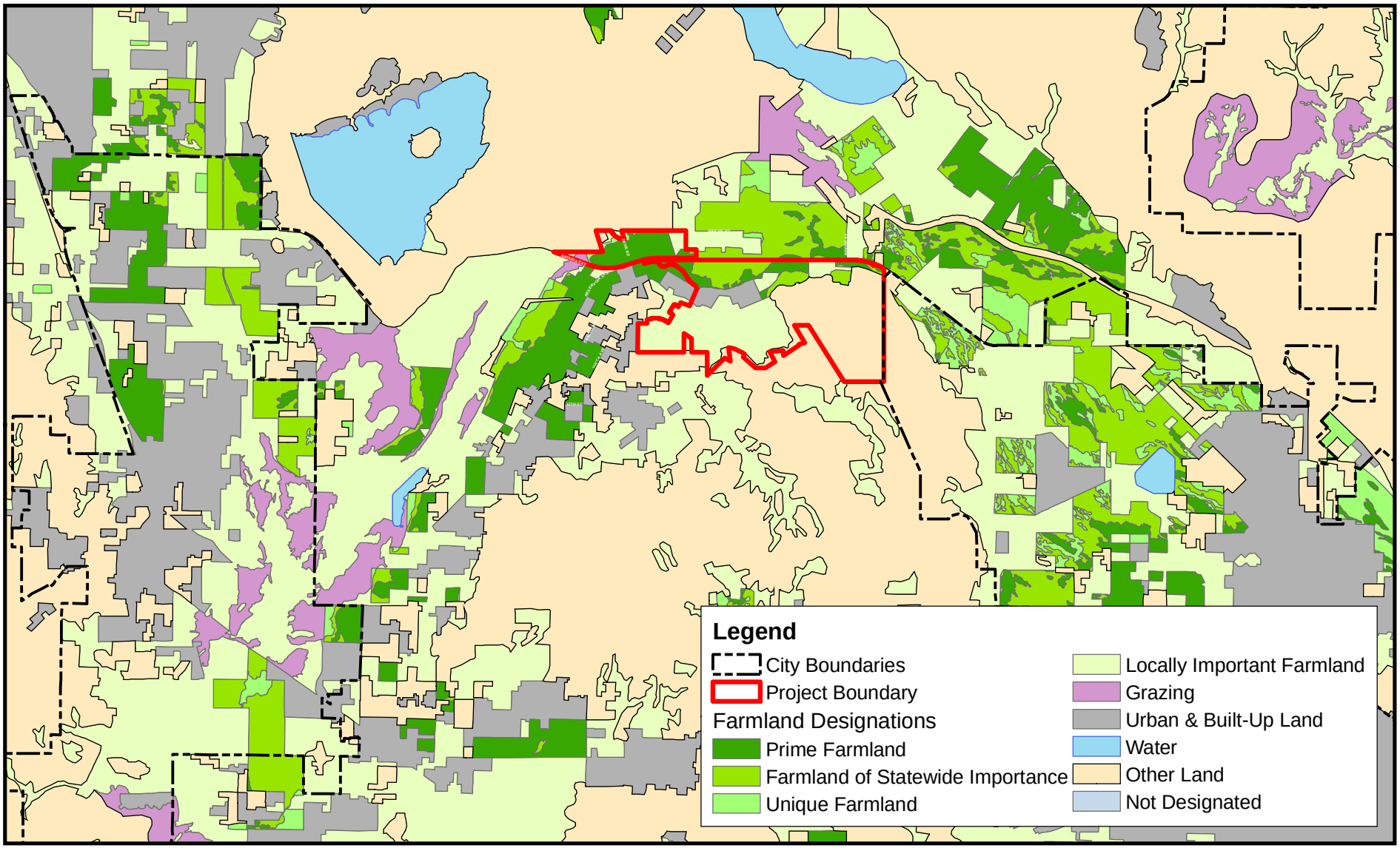
- Agriculture/Dairies/Orchards
- Parks/Recreation Areas/Cemetaries
- Urban/Residential/Commercial
- Proposed Development

Figure 8-1

Existing and Proposed Development

The Villages of Lakeview EIR No. 471

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Source: CA Dept. of Conservation, 2004

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ALBERT A. WEBB ASSOCIATES

Figure 8-2

Farmland Designations in the Lakeview/Nuevo Area of Riverside County

The Villages of Lakeview EIR No. 471

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Table 8-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	MWD Property/ Public Facilities	Parks /Water Quality	Open Space/ Conservation	Agriculture	Commercial Retail (Mixed Use in Project)	Light Industrial/ Office	Road Rights -of- Way	Total Residential Dwelling Units/Acres	Total Acres
Proposed Project	Dwelling Units or Sq. Feet	0	0	0	0	2,520	3,310	2,420	3100					500,000 sq-ft*	0		11,350	
	Acres	0	0	0	0	490	371	183	288	154	150	996	5 Community Garden	* included in Mixed Use Res.	0	147	1,332	2,786
Alternative 1 – No Project / No Development	Dwelling Units or Sq. Feet	0	0	0	0	0	0	0	0	0	0	0	10	0	0	NA	10	
	Acres	708	0	0	0	0	0	0	0	139	0	286	1650	0	0	3	708	2,786
Alternative 2 – Development Under Existing Land Use Designations and Entitlements	Dwelling Units or Sq. Feet	44	436	714	0	0	0	0	0	0	0	0	79 DU	82,765 sq-ft	156,816 sq-ft	NA	1,274	
	Acres	764	436	357	0	0	0	0	0	139	**	286	792	6	6	NA	1557	2,786
Alternative 3 – No Development North of Ramona Expressway	Dwelling Units or Sq. Feet	0	0	0	0	2520	3310	2420	3100					500,000 sq-ft*	0		11,350	
	Acres	0	0	0	0	466	274	111	288	154	82	969	317	* included in Mixed Use Res.	0	125	1139	2,786
Alternative 4 – Reduced Density Alternative	Dwelling Units or Sq. Feet	27	0	0	8440	0	0	0	0								8,467	
	Acres	684	0	0	1688	0	0	0	0	154	**	236	0	0	0	0	2372	2,786
Alternative 5 – Light Industrial/Reduced Density	Dwelling Units or Sq. Feet	0	0	0	696	940	1200	2478	1186					200,000 sq-ft*	3-mllion Sq.ft		6,500	
	Acres	0	0	0	348	186	151	201	133	154	60	996	234	* included in Mixed Use Res.	192	131	1,019	2,786
Alternative 6 – Low Carbon	Dwelling Units or Sq. Feet	0	0	0	0	2,520	3,310	2,420	3100					500,000 sq-ft*	0		11,350	
	Acres	0	0	0	0	490	371	183	288	154	150	996	5 Community Garden	* included in Mixed Use Res.	0	147	1,332	2,786

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

Description of Alternatives

As explained above, the alternatives analysis of an EIR should focus on those alternatives that avoid or substantially lessen one or more significant environmental impacts of the proposed project and generally meet project objectives. Five project alternatives are analyzed as described in **Table 8-A, Alternatives Summary,** above. These alternatives are described and analyzed below.

Alternative 1 – No Project/No Development

Description of Alternative

Alternative 1 – No Project/No Development is required under CEQA to evaluate the environmental effects associated with no action on the part of the Lead Agency. The No Project/No Development Alternative includes continued use of the site for agricultural operations and no additional changes to the existing land uses (**Figure 8-3, Alternative 1 – No Project/No Development Alternative**). This alternative evaluates the environmental impacts resulting from a hypothetical continuance of the existing land uses. Existing land uses include: less than 10 single-family residences, a thoroughbred farm, a chicken ranch, field crops, vacant hillsides, and some existing roads and utilities. Applications have been filed and an EIR prepared independently from THE VILLAGES OF LAKEVIEW project for the relocation of the chicken ranch. Although it is slated to relocate with or without the project, for purposes of this alternative, it is assumed to remain because it existed on site when the environmental baseline was established. All houses are on septic systems. Agricultural uses are primarily on wells, although domestic water is provided to the area by Eastern Municipal Water District (EMWD).

Evaluation of Alternative 1

Aesthetics

The No Project/No Development Alternative (Alternative 1) would not result in any change to the current aesthetics of the project site. This impact would be **less** than that of the proposed project.

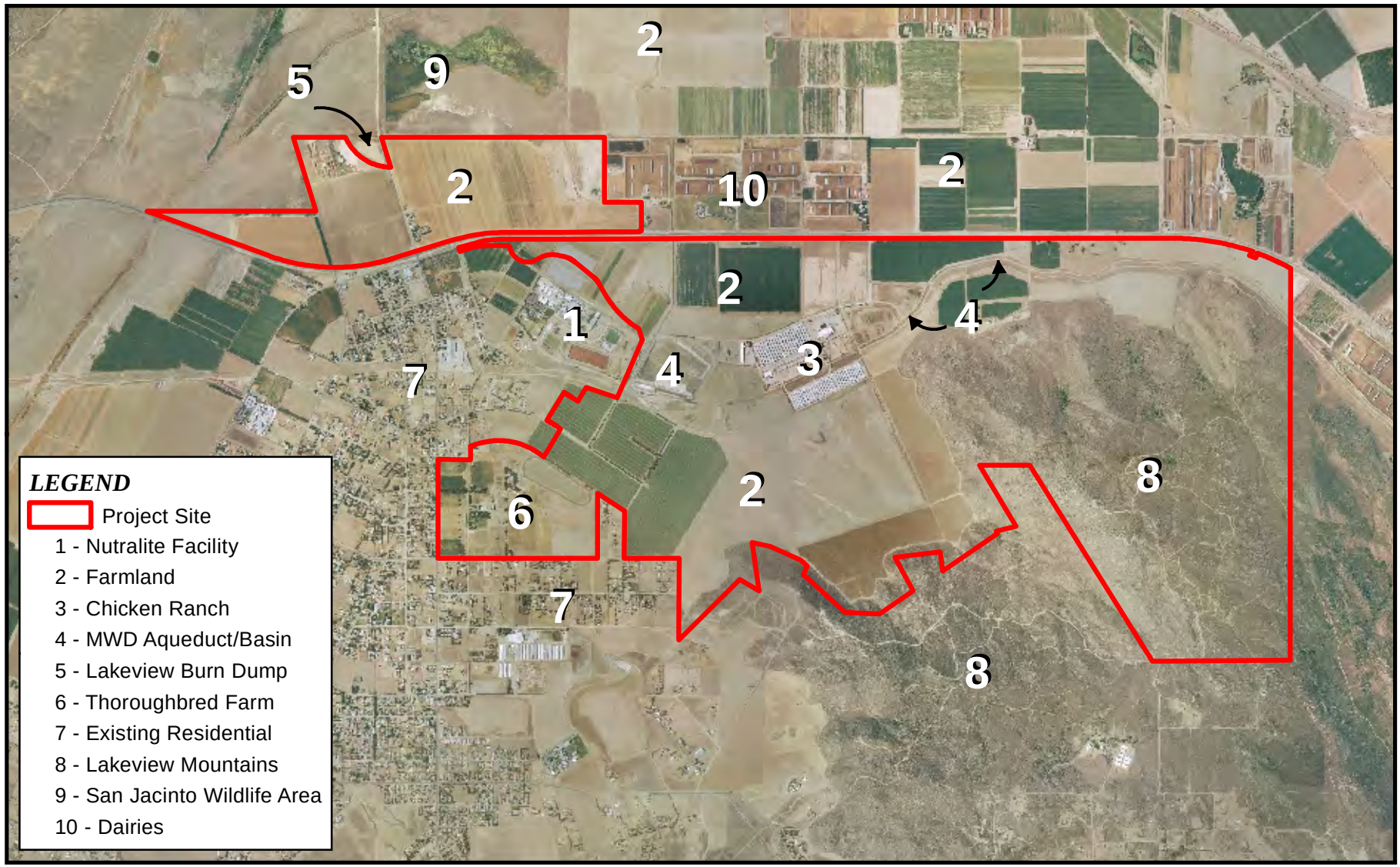
Agricultural Resources

Under Alternative 1, all existing agricultural uses would remain. There would be no conversion of the 495 acres of Designated Farmland (State, Unique, and Prime) and 741 acres of Locally Important Farmland to non-agricultural uses; and no contribution to the cumulative loss of agricultural land that is ongoing within the vicinity of the project site. This impact would be **less** than that of the proposed project.

Air Quality

Since no construction activity would occur, this alternative would not have any short-term impacts on air quality other than that caused by ongoing agricultural operations. Also, no new long-term sources of air pollution would result from increased traffic nor increased use of energy resources. Odors and dust from the chicken ranch and thoroughbred farm operations would continue. Toxic Air Contaminants (TAC) were modeled as part of a Health Risk Assessment (HRA) prepared for

the project related to potential impacts from diesel emissions from vehicles traveling on Ramona Expressway, as discussed in Section 5.3, Air Quality. No change would occur with respect to impacts of diesel emissions to existing sensitive receptors from Ramona Expressway. Likewise, no change from existing levels in carbon dioxide or other emissions related to global warming would result from this alternative. Overall, air quality impacts and cumulative greenhouse gas (GHG) emissions would be **less** than that of the proposed project.



Sources: Air Photo USA Apr. 2007; SP No. 342.

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Figure 8-3

Alternative 1 - No Project Alternative

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Biological Resources

Alternative 1 would not result in a change to the existing biology of the project site. However, agricultural uses would continue in areas that are conserved by the project in the vicinity of the San Jacinto River and no additional protections would be afforded the Lakeview Mountains by this alternative. Therefore, this alternative would have **worse** direct impacts on biological resources than that of the proposed project.

Cultural Resources

Alternative 1 would not result in a change to the existing cultural resources of the project site and would not introduce large numbers of people into the area which results in indirect impacts to cultural resources. However, inadvertent discovery of cultural resources could occur without appropriate mitigation. This impact would be **less** than that of the proposed project.

Geology and Soils

Alternative 1 would not involve additional development on the site, therefore few people are subject to geological issues such as earthquakes or rockfall hazards. The proposed project includes a geotechnical study and identifies places within the project area susceptible to seismic and geological hazards. The addition of people to the area would increase risk, but the nature of geologic risks can be mitigated. Therefore, impacts to people and structures would be **similar** to the proposed project with mitigation.

Hazards and Hazardous Materials

Continued agricultural use of the project site has the potential to introduce hazardous materials such as gasoline and other fuels for operation of agricultural equipment. Fertilizers, herbicides, and pesticides typical of agricultural uses would also be used on the project site under Alternative 1. This continued use of pesticides and other chemicals directly applied to the soils, and manure stockpiles associated with the thoroughbred farm and chicken ranch would impact the project site instead of potential household hazardous waste as a result of project development. Although different than the proposed project, this continued production of agricultural wastes and hazardous materials will result in impacts greater than the project because the project includes best management practices related to ensuring that water quality treatment occurs on-site. Thus, this impact would be **worse** than the proposed project.

Hydrology/Water Quality

Under Alternative 1, no storm drain facilities would be constructed. The project proposes to construct portions of the County's Lakeview/Nuevo Master Drainage Plan that will protect potions of the project site and existing homes in the surrounding area. Alternative 1 would not include these facilities, therefore, existing homes off-site would still be subject to potential flooding hazards downstream from the Lakeview Dam.

Agricultural operations would continue on site. The potential for contamination of surface waters, such as the San Jacinto and Santa Ana Rivers, Canyon Lake, and Lake Elsinore, and the groundwater basin due to site runoff of waters contaminated with agriculture wastes, would

continue. Potential runoff from paved parking areas and streets contaminated with oil and grease, heavy metals, and sediments, would less than the proposed project: however, the project includes a regional water quality basin that will meet NPDES requirements; and as a result, surface water contamination would be less under the proposed project. This alternative would result in impacts **worse** than that of the proposed project due to lack of complete MDP facilities and the relatively uncontrolled and unregulated agricultural runoff occurring on-site presently.

Land Use/Planning

Under Alternative 1, the site would not be converted to residential, commercial, recreational, and school uses. Instead, the existing agricultural uses on site would remain. These existing uses are generally consistent with the existing zoning on the subject property, but do not implement the General Plan in the areas of the site with the Community Development Overlay. The reverse is true of the proposed project in that it does not implement the General Plan land uses in areas outside of the General Plan Community Development Foundation or without the Community Development Overlay. Thus, the potential impact of inconsistency with the General Plan and zoning would be **similar** but for opposite than that of the proposed project.

Noise

Since no construction activity would occur, Alternative 1 would not have any short-term noise impacts. Noise increases created by project-related operations and traffic would not occur. However, there are some existing road segments which have traffic noise levels that exceed the County standard of 65 dBA. Exceeding established thresholds along some road segments, would continue. This impact would be **less** than that of the proposed project.

Population/Housing

Since no residential buildings will be built, the projected population increase in the local area of approximately 34,000 persons from the proposed project would not occur. In contrast, Alternative 1 would not even meet the General Plan projections for housing in this Area Plan. Thus, this alternative does not meet regional or local housing needs; thus leading to opposite impacts than the proposed project. Both Alternative 1 and the project do not or even approximate the population/housing balance envisioned in the General Plan, therefore, they are **similar** with respect to this issue, if for opposite reasons.

Public Services

Fire and Sheriff Services

Alternative 1 would not result in the creation of additional demand for sheriff and fire department services. Sheriff Department and Fire Department response times would remain unchanged. The payment of Riverside County-established development impact fees for sheriff and fire department facilities would not occur. Since exiting response times are adequate to meet the needs and standards for rural areas, this impact would be **less** than that of the proposed project.

Libraries

Alternative 1 would not create any additional demand upon existing library services within the project area. No Riverside County development impact fees for libraries would occur. This impact would be **less** than that of the proposed project.

Schools

Alternative 1 would not generate additional students for the existing school districts, thereby not creating an impact upon existing schools. The four elementary schools that are proposed within the project would not be needed or constructed. State-mandated school impact fees would not be paid. This impact would be **less** than that of the proposed project.

Recreation

The continued use of the project site for agricultural use, under Alternative 1, would create no additional demand for parks, trails, and recreation facilities. Under this alternative the approximate 150 proposed acres of parks, and community ~~and regional~~ trails, would not be constructed, of which approximately 100 acres are regional in nature and many local public parks. The project is constructing and/or paying for park facilities to serve the proposed residents and this portion of the County as a whole. Therefore, without the project these recreational facilities will not be built to serve residents currently living in this portion of the County. Therefore, because recreational facilities are not provided, Alternative 1 is **worse** for the County with respect to recreational facilities than the proposed project.

Transportation/Traffic

Alternative 1 would not increase site-generated traffic above current levels and therefore, would not contribute to the need for area-wide off-site road improvements. As discussed in Section 5.14, the existing intersections listed below operate at a LOS that exceed standards; the project would contribute fees or build these intersections, as appropriate. Alternative 1 would still contribute traffic to these intersections without funds for improvements. This alternative would result in impacts that would be less than that of the proposed project due to no construction or operations impacts. However, County-planned transportation corridors such as MCP would not receive funding through TUMF fees, therefore, this alternative would have a negative impact on regional transportation funding.

Existing intersections that exceed LOS standards (as listed in Section 5.14):

4. Evans Road/Ramona Expressway
10. Lakeview Avenue/Ramona Expressway
11. Hansen Avenue/Ramona Expressway
18. Sanderson Avenue/Ramona Expressway
21. SR-79 SB Ramps/Gilman Springs Road

Utilities

Solid Waste

Alternative 1 would not create an increase in the amount of solid waste generated on the project site. This impact would be less than that of the proposed project.

Water and Sewer

Alternative 1 will continue the existing use of water on the project site for agricultural and residential purposes. The site is currently served by septic systems, therefore, there would be no increase in wastewater treatment services required to serve the existing agricultural or residential uses. This impact would be **less** than that of the proposed project.

Natural Gas and Electricity

Alternative 1 will continue the existing need for natural gas and electricity services for agriculture and residential purposes. This impact would be less than that of the proposed project.

Summary of Alternative 1

With respect to Alternative 1 No Project/No Development, the majority of the project Objectives are not attained because no development is included as a part of this Alternative. It is also unlikely that Alternative 1 is feasible, since change, in one form or another, is inevitable. At a minimum, the existing General Plan land use designations and entitlements which already exist on the site (e.g. residential lots in the Lakeview Mountains, Rural and Low Density Residential, etc.) could occur over time (See Alternative 2 discussion below.).

With respect to the significant unavoidable impact s of THE VILLAGES OF LAKEVIEW project, Alternative 1 would avoid all the unavoidable significant impacts of the project but would result in other significant impacts that the project mitigates or avoids, including: some sensitive species that are impacted by agricultural operations, existing pesticide/chemical use and water quality degradation associated with agriculture would not be remedied, regional recreational facilities provided by the project would be lost under this Alternative, none of the County regional housing needs would be provided under the No Project/No Development Alternative, and no fees and funding would be provided to upgrade regional transportation infrastructure.

Alternative 2 No Project/ Existing Plans and Entitlements

For the purposes of Alternative 2, “Existing Plans” refers to the maximum allowable density under existing Land Use Designations on the County RCIP General Plan and “Entitlements” refers to maps which already have been recorded on the site (lots in the Lakeview Mountains, Parcel Map No. 14,202)

Description of Alternative 2

Alternative 2 is also a "no project" alternative required by CEQA and is evaluated to address the project's unavoidable impacts resulting in degradation of air quality, loss of agricultural land, ambient noise increases, inconsistency with the County General Plan land uses, and cumulative traffic impacts.

For purposes of analysis, the No Project/Development/Existing Plans and Entitlements Alternative (Alternative 2) would involve development of agricultural, commercial, industrial, and residential uses pursuant to the current General Plan with no proposed amendments (**Figure 8-4, Alternative 2 – No Project/Existing Plans Alternative**). Approximately 802 acres of THE VILLAGES OF LAKEVIEW Specific Plan area is already designated with a "Community Development Overlay." As defined within the County of Riverside General Plan, a Specific Community Development Overlay "Permits flexibility in land use designations to account for local conditions." The description also states, "Consult the applicable Area Plan text for details," referring to development characteristics, densities, and specific policies for each specific CDO. However, the Lakeview Nuevo Area Plan is silent on the "details." Therefore, without set development details in the Area Plan, Alternative 2 includes the mix of land uses with densities permissible within the underlying General Plan designations.

As shown in **Table A**, this alternative would also include development of single-family homes within existing residential lots in the mountains where legal lots exist today. Land uses under this alternative include: 826 acres of agriculture with up to 82 houses, a chicken ranch, 27 residences in the Lakeview Mountains, and 436 residences and up to 239,571 square feet of commercial/industrial businesses shown in the Lakeview/Nuevo Area Plan. This alternative assumes that no specific plan or other unifying entitlement mechanism would be prepared for the area. Therefore, comprehensive items covered under THE VILLAGES OF LAKEVIEW Specific Plan would not be addressed in a comprehensive manner, such as: a regional water quality treatment solution, or comprehensive design guidelines. The level of development allowed under this Alternative would not warrant the cost of extending sewer systems to the area, so all development would have to be accommodated with septic systems.

Evaluation of Alternative 2 – No Project/Development Under Existing Plans and Entitlements

Aesthetics

Under the proposed project, there is a conservation area encompassing the Lakeview Mountains, protecting a majority of the Lakeview Mountain view-shed as well as biological and cultural resources. Alternative 2 would allow up to 27 residences to be built within the Lakeview Mountains. Also, the proposed project proposes Design and Landscape Guidelines for high quality development, which if this alternative were built, would not be implemented to the same consistent design standards. It is unlikely, however, that Alternative 2 would block views of the Lakeview Mountains from Ramona Expressway as may occur from certain places within the project, due to the low Agricultural density of residential uses allowed under the existing General Plan Land Use Designations near Ramona Expressway. This alternative would, however, place residential housing within the project's proposed conservation area in the Lakeview Mountains, creating a loss in aesthetic value of the mountainous area. This impact would be **greater** than that of the proposed

project because the mountains themselves would be changed significantly and views from all locations would be affected.

Agricultural Resources

Under Alternative 2, portions of the project site would remain in agricultural use. There is a potential of development of agriculture land, which would be in compliance with the existing zoning and General Plan designation. This impact would be **less** than that of the proposed project.

Air Quality

Development of Alternative 2 will result in the grading of lots within the project site for new allowable development, including single-family homes. Short-term emissions related to grading will be less because graded areas would be less than that of the proposed project, and long-term emissions would be less because there would be less development, thus, less vehicular traffic which results in lower air quality and GHG emissions impacts. Fewer new dwelling units would be subject to diesel emissions from Ramona Expressway than the project, therefore overall air quality impacts and cumulative global climate change emissions would be **less** than that of the proposed project.

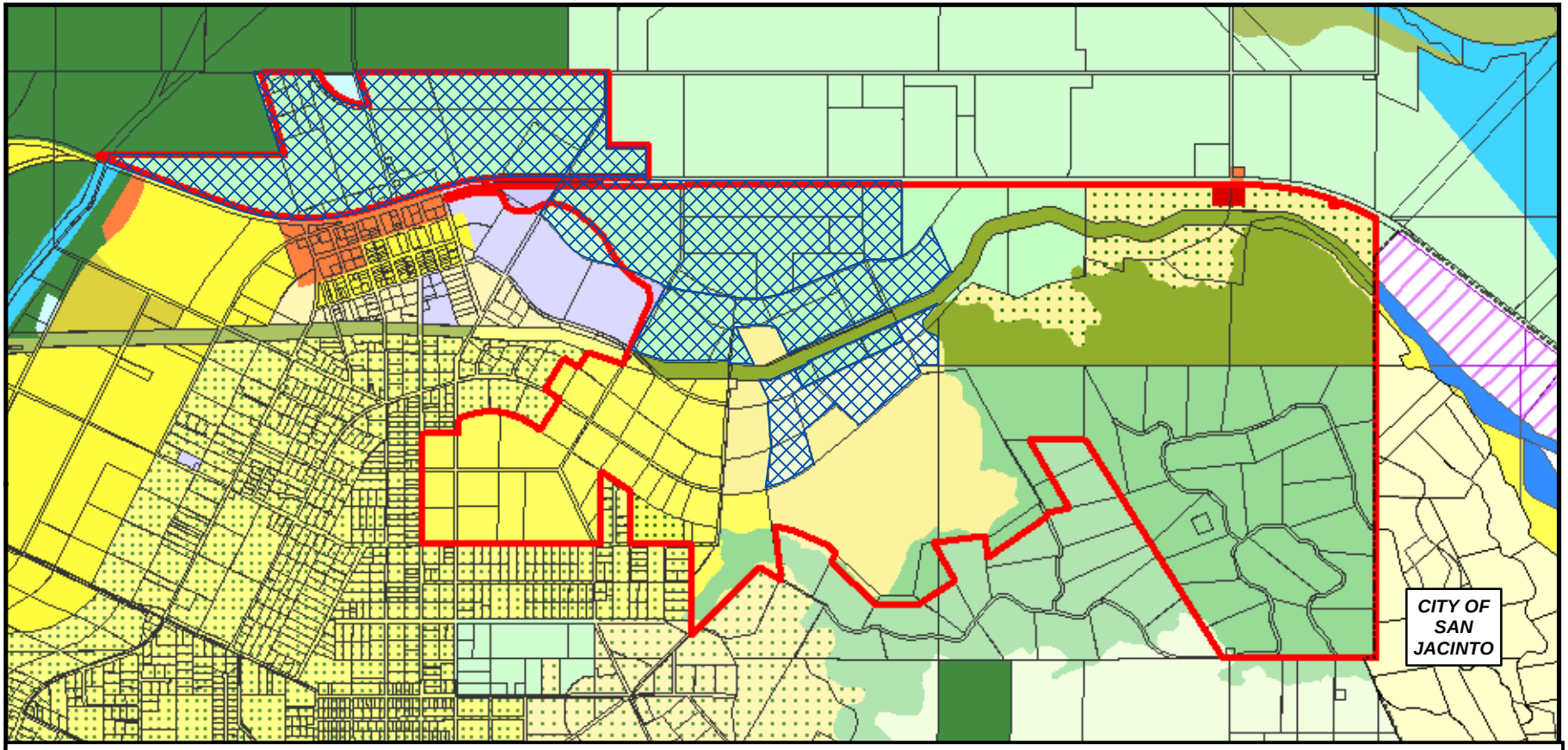
Biological Resources

The development under Alternative 2 would result in the development of the existing lots into single-family residential structures within the project's proposed conservation area located within the Lakeview Mountains. In addition, conservation areas in the floodplain portion of the area north of Ramona Expressway could be lost to development or retention as agricultural use. THE VILLAGES OF LAKEVIEW project consolidates ownership and allows for consolidated areas of conservation and preservation of wildlife corridor of adequate size (~~1,000~~ 1,500 feet in width) to serve the intended use by wildlife. Under Alternative 2, the MSHCP would be implemented, but on a property-by-property basis. As a result, conservation areas will be piecemealed within the existing sensitive biological areas and a 900+-acre block of open space would not be conserved. This impact would be **worse** than that of the proposed project and the goal of the MSHCP could not be achieved as effectively as with the proposed project's ability to consolidate open space.

Cultural Resources

A portion of one of the most sensitive cultural resources on the site is located within the area designated as "Conservation" on the County's current General Plan, which would remain in Alternative 2, however other cultural resources might be lost due to development. Alternative 2 would result in the development of the existing lots located in the Lakeview Mountains into single-family residential structures. Other General Planned land uses which would be allowed in Alternative 2 within areas of "High" sensitivity for finding previously-undiscovered and known archaeological resources include: Very Low Density Residential (Rural Community), Agriculture, Very Low Density Residential, Low Density Residential and areas with a Community Development Overlay. THE VILLAGES OF LAKEVIEW project consolidates ownership and allows for setbacks and consolidated areas of conservation and preservation for cultural resources. Under Alternative 2, a comprehensive mitigation plan for cultural resources would not be implemented, because the County could only require mitigation on a property-by-property basis. As a result, cultural resources could be impacted or conserved in a piecemeal fashion within the existing

sensitive archaeological resources areas. This impact would likely be **greater** than that of the proposed project.



LEGEND

- Project Boundary
- **RCIP Land Use**
  - Estate Residential (Rural Community)
  - Very Low Density Residential
  - Very Low Density Residential (Rural Community)
  - Low Density Residential
  - Low Density Residential (Rural Community)
  - Medium Density Residential
  - Medium High Density Residential
  - Rural Residential
  - Rural Mountainous
  - Public Facilities
  - Light Industrial
  - Commercial Retail
  - Agriculture
  - Conservation
  - Conservation Habitat
  - Water
  - Community Developement Overlay
- City of San Jacinto Boundary
- **City of San Jacinto GP Land Use**
  - Estate Residential
  - Low Density Residential
  - River
  - Gateway Area SP

Sources: Riverside County RCIP, revised Nov. 2007; City of San Jacinto Draft General Plan, Feb. 2007.

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Figure 8-4

Alternative 2 - No Project/Existing Plans Alternative

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Geology and Soils

The development under Alternative 2 will result in the construction of structures upon the same site, and therefore the same geologic and soils conditions as the project. Therefore, impacts would be the **same** as those of the proposed project.

Hazards and Hazardous Materials

Use of the project site under this alternative has the potential to introduce hazardous materials to the project site, such as gasoline and other fuels for operation of agricultural equipment or from construction equipment and automobiles from potential development. Fertilizers, herbicides, and pesticides typical of agricultural use would continue to be used on the project site. Although different than the proposed project, household hazardous materials would be used on site in areas that are conserved by the project for biological purposes. This impact would be worse than that of the proposed project because agriculturally-related hazardous materials would continue to be used throughout the site in addition to development-related substances of concern. Therefore, Alternative 2 would be **worse** than the project with respect to Hazardous Materials.

Hydrology/Water Quality

The project proposes to construct portions of the County's Lakeview/Nuevo Master Drainage Plan which will protect potions of the project site and existing homes in the surrounding area. Alternative 2 could be built out by various developers which would be subject to ADP fees, so construction of these facilities would likely be delayed; therefore, existing homes off-site would still be subject to potential flooding hazards downstream from the Lakeview Dam.

Although water quality standards and requirements would have to be met under Alternative 2, a regional storm drain facility which address regional area-side water quality issues would not be constructed, as there would be no unifying specific plan. Single-family lots, which are not necessarily required to meet the same water quality standards, could be constructed and agriculture operations would continue on-site. The potential for contamination of surface waters, such as the San Jacinto River, and the groundwater basin due to site runoff of waters contaminated with agriculture wastes would continue, and there could be a potential runoff from streets contaminated with oil and grease, heavy metals and sediments. Thus, the potential adverse impacts associated with flooding and water quality would be **worse** than that of the proposed project.

Land Use/Planning

Under Alternative 2, portions of the site would remain agriculture with the development of single-family homes from previous entitlements in the mountains, and commercial/industrial and residential uses in areas with land use designations which allow development. These uses are consistent with the existing zoning on the subject property. This impact would be **less** than that of the proposed project because it is generally consistent with the General Plan.

Noise

Under Alternative 2, there would be some short-term noise impacts from the construction of additional agricultural uses, commercial, industrial, and single-family homes. Due to fewer units, traffic and therefore traffic-related noise would be proportionally less than THE VILLAGES OF

LAKEVIEW project. However, there are some existing road segments which have traffic noise levels more than 65 dBA, exceeding established thresholds along some road segments, which would continue. Therefore, any increase in operational traffic in the area due to this Alternative would increase ambient noise in areas where thresholds are already exceeded. This impact as it relates to the project would be reduced due to **less**er traffic, but **similar** to that of the proposed project because unavoidable increases to ambient noise levels will still exist.

Population/Housing

Development under Alternative 2 would introduce additional housing as a result of development of existing lots and therefore would lead to an increase in population within the project area. The amount of development and population increase would be consistent with what the County and SCAG have assumed at this time for future housing needs. Therefore, this impact would be **less** than that of the proposed project.

Public Services

Public Service impacts related to police, fire, schools, libraries, and community centers, would be reduced under the No Project/Existing Plans and Entitlements Alternative because the demand would be less. Because fees would be paid commensurate with proposed development under this alternative, no net impacts would occur as with the proposed project. However, because the project proposes to build a library and fire station, the timing of when these facilities are built would likely be accelerated with the project. This impact would therefore be consistent with that of the proposed project with respect to payment of fees meeting per person/unit demand, however, Alternative 2 would be **worse** with respect to the timing of needed facilities.

Recreation

Existing recreational facilities would not meet the needs of the new population increase resulting from Alternative 2. The payment of Riverside County-established development mitigation fees and/or construction of parks commensurate with development, would occur. The project is constructing and/or paying for park facilities to serve the proposed residents and the existing residents of this portion of the County as a whole. Therefore, under implementation of Alternative 2 the regional facilities to be built as a part of the project will not be built to serve residents currently living in this portion of the County. Therefore, because regional recreational facilities are not provided, Alternative 2 is worse for the County than the proposed project. This impact would be the **same or worse** than that of the proposed project.

Transportation/Traffic

The development under Alternative 2 would increase site-generated traffic above current levels from residential and commercial development and would contribute to the need for area-wide off-site road improvements. As this alternative represents the land uses in the current General Plan upon which TUMF and other fee programs were based, there is no negative impact associated with regional transportation funding. However, without a mandate to provide funds and/or build roads, the timing of when needed facilities could be significantly delayed. This impact would be **similar to or worse** than that of the proposed project.

Utilities

Solid Waste

The development under Alternative 2 would increase the amount of solid waste generated on the project site from current levels, but less than that of the proposed project. This impact would be **less** than that of the proposed project.

Water and Sewer

The development under Alternative 2 will create a need for water and sewer services beyond current levels, but less than that of the proposed project. Based on the number of dwelling units allowed under existing plans and entitlements (approximately 1,274), it would not be feasible from a development perspective to extend sewer service to the area. Therefore, the area would remain on septic systems and this impact would be worse than that of the proposed project from the standpoint of potential water quality impacts associated with septic systems. Water demand would be less than the proposed project and water systems could potentially be looped to accommodate Alternative 2 development, therefore impacts to water supply would be **less** than the proposed project.

Natural Gas and Electricity

The development under Alternative 2 will create a need for natural gas and electricity services beyond current levels, but less than that of the proposed project. This impact would be **less** than that of the proposed project.

Summary of Alternative 2

With respect to Alternative 2 - No Project/Existing Plans and Entitlements, the majority of the project Objectives are not attained including, but not limited to: the consolidation of over 900 acres of conservation/open space consistent with the MSHCP would not be achieved by this alternative which allows for development in the Lakeview Mountains and agriculture where sensitive plant species are found; the density of Alternative 2 uses is so low that vehicular transportation to commercial and employment opportunities is the only option (no mixed-use area, not a walkable community); and overall development provided in the Specific Plan such as Green Design, drought tolerant landscaping, and landscape and design guidelines would not be included in this Alternative. Alternative 2 is feasible from the standpoint that the area, without the provision of a specific plan or other unifying entitlement mechanism, would likely build out under its present General Plan designations or existing lots would be sold and custom homes built.

With respect to the significant unavoidable impacts of THE VILLAGES OF LAKEVIEW project, Alternative 2 would avoid or reduce to less than significant some of the unavoidable significant impacts of the project including: air quality because the build out of units would likely occur over a similar timeframe as the project but with far fewer units, and land use and population because no change from current designations and regional projections would result. However, some additional significant impacts would result that the project mitigates or avoids, including: some sensitive species that are impacted by agricultural operations, biological resources which development within the Lakeview Mountains would impact, existing pesticide/chemical use and water quality

degradation associated with agriculture would not be remedied, although some new parks might be required over time as this area build out, regional recreational facilities provided by the project would be lost under this Alternative as no one property owner could afford to set aside nearly 100 acres of regional Greenbelt, septic systems would have to used with their inherent water quality issues, and no fees and funding would be provided to upgrade regional transportation infrastructure.

Alternative 3 No Development North of Ramona Expressway

Description of Alternative 3

The primary significant unavoidable impact which Alternative 3 addresses is loss of agricultural land and Designated Farmland. Of the 289 acres of Prime Farmland which will be developed by the project, 165 acres of it are located north of the Ramona Expressway. Therefore, Alternative 3 provides a 57 percent reduction in impacted Prime Farmland. Only 6 acres of Unique Farmland and Farmland of Statewide Importance, combined, will be avoided by this alternative. In addition, some NOP commenters have expressed concern about human habitation too close to the San Jacinto Wildlife Area, however, the direct and indirect impacts to biological resources have been found to be less than significant with mitigation for the project. Alternative 3 would also lessen significant unavoidable adverse health risks to future residents from diesel emissions of traffic on Ramona Expressway by relocating some homes to the south into planning areas that would not be affected by diesel Toxic Air Contaminants that exceed significance thresholds.

This Alternative includes continued agricultural use of the property located north of Ramona Expressway. Since the County General Plan designates this area with a Community Development Overlay, anticipating development, it will be assumed for purposes of this analysis of Alternative 3 that the Community Development Overlay does not exist and that the area is protected in some way from future development. All 11,350 dwelling units proposed by THE VILLAGES OF LAKEVIEW will be built south of Ramona Expressway, as shown in **Figure 8-5, Alternative 3 No Development North of Ramona**.

Alternative 3 would be developed under a specific plan similar to the proposed project so comprehensive design elements such as regional drainage/water quality facilities and design guidelines would be a part of this alternative. Constructing all 11,350 units south of Ramona Expressway results in higher density housing than the target densities for the project for several planning areas (i.e., more buildings and/or taller buildings), but does not require any changes to the maximum densities allowed under THE VILLAGES OF LAKEVIEW Specific Plan Planning Areas. The commercial square footage assumptions would match those of the project. At least one additional school would be needed south of Ramona Expressway. The Greenbelt, which is proposed to be located north of Ramona Expressway in the project was created as a setback/buffer to the San Jacinto Wildlife Area. There would be no need for such a setback in this Alternative therefore, this large recreational area would not be a part of the No Development North of Ramona Expressway Alternative (Alternative 3) as it is not required to meet Quimby requirements. Other park acreages would be provided within the developed area. Sewer and water services would be extended to serve the area.

Evaluation of Alternative 3

Aesthetics

Under THE VILLAGES OF LAKEVIEW project, there is a conservation area proposed for the Lakeview Mountains, protecting a majority of the views of Lakeview Mountains. Alternative 3 could retain this conservation area by imposing higher density development within the same development areas proposed by the project. Therefore, Alternative 3 would have the **same** aesthetic impacts as the proposed project with respect to the Lakeview Mountains which are less than significant.

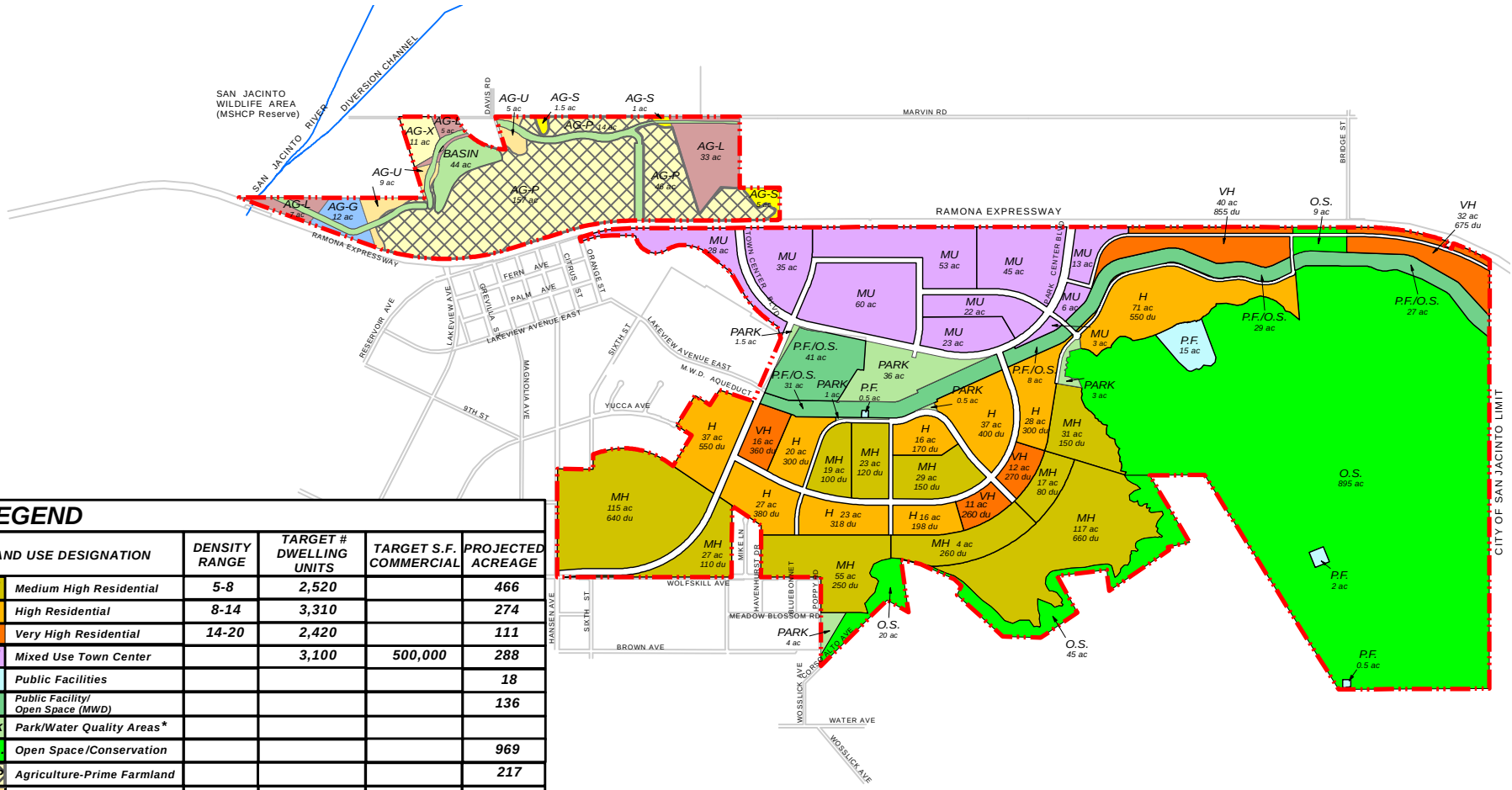
To accommodate the higher densities under this alternative, residential structures would likely be taller in Planning Areas 41, 42, 43, 55, 56, 61, 62, 63, 68, 69, 75, and 77, thus leading to reduced vistas for existing residents and the public in some areas of the project site which would be **worse** than the project.

Under Alternative 3, no development would occur north of Ramona Expressway, thus eliminating any possible change in views from Ramona Expressway of the Bernasconi Hills, San Jacinto Wildlife Area, and Mystic Lake, but which cumulatively still result in the loss of open views of agricultural areas south of Ramona Expressway. Overall, potential impacts associated with aesthetics are **similar** to the project.

Agricultural Resources

Under Alternative 3, the land north of Ramona Expressway would remain in agricultural use through the use of permanent agricultural easements and all uses proposed there by the project will be clustered on THE VILLAGES OF LAKEVIEW lands located south of the Expressway. Therefore, Alternative 3 would impact fewer acres of active farming and fewer acres of Designated Farmland. THE VILLAGES OF LAKEVIEW project does not impact all the farmland north of Ramona, due to the Greenbelt and conservation areas. Figure 8-5 shows the total agricultural land within the project site which is located north of Ramona Expressway. The table below compares the categories of Designated Farmland which would be impacted by THE VILLAGES OF LAKEVIEW project development and Alternative 3. (The project and Alternative 3 are assumed to impact the same acres of Designated Farmland south of Ramona Expressway, because development areas south of Ramona will be consistent.)

Type of Farmland	(A) Total The Villages of Lakeview Project Farmland Which Will be Developed (acres)	(B) The Villages of Lakeview Project Farmland Developed North of Ramona (acres)	(A-B) Total Acres of Designated Farmland that will be Developed by Alternative 3 South of Ramona (acres)
Prime	289	165	124
Of Statewide Importance	205	5	200
Unique	1	1	0
Local	741	21	721
TOTAL	1,236	192	1,045



LEGEND

	LAND USE DESIGNATION	DENSITY RANGE	TARGET # DWELLING UNITS	TARGET S.F. COMMERCIAL	PROJECTED ACREAGE
MH	Medium High Residential	5-8	2,520		466
H	High Residential	8-14	3,310		274
VH	Very High Residential	14-20	2,420		111
MU	Mixed Use Town Center		3,100	500,000	288
PF	Public Facilities				18
P.F./ O.S.	Public Facility/ Open Space (MWD)				136
Park	Park/Water Quality Areas*				
O.S.	Open Space/Conservation				969
AG-P	Agriculture-Prime Farmland				217
AG-U	Agriculture-Unique Farmland				14
AG-S	Agriculture-Statewide Importance				8
AG-L	Agriculture-Locally Important				48
AG-G	Agriculture-Grazing				12
AG-X	Agriculture-Other				11
	Roads				125
	TOTAL / MAXIMUM				2786

** Additional parks will be located within residential areas to meet County Requirements*

Sources: SP No. 342; CA Dept. of Conservation, 2004.

ALBERT A. WEBB ASSOCIATES

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Figure 8-5

Alternative 3 - No Development North of Ramona

The Villages of Lakeview EIR No. 491

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Review of the table above indicates that THE VILLAGES OF LAKEVIEW project will impact approximately 1,236 acres of Designated Farmland, of which 289 acres are Prime Farmland. Alternative 3 will impact 1,045 acres of Designated Farmland, of which 124 acres are Prime Farmland. Thus, Alternative 3 will significantly reduce the potential adverse impact to Prime Farmland but would not reduce to less than significant impacts to Designated Farmland resulting in impacts that are **less** than the project.

Air Quality

Short-term – Construction Emissions

The proposed project will create "short-term" air quality impacts from fugitive dust, other particulate matter, exhaust emissions generated by earthmoving activities, and operation of grading equipment during site preparation (demolition and grading). One aspect of the construction of THE VILLAGES OF LAKEVIEW project is the need for fill dirt in the Resort Village located north of Ramona Expressway. Alternative 3 would not require grading or the movement of fill (one million cubic yards) from the south side of Ramona Expressway to the Resort Village located north of Ramona Expressway. Engineers for the project indicate that the one million cubic yards could be spread over the project area south of Ramona Expressway without requiring it to be exported, therefore, no analysis of export need be considered for Alternative 3.

The grading and movement of dirt across Ramona Expressway was included in the Air Study for THE VILLAGES OF LAKEVIEW project. This aspect of the project grading was analyzed as a part of site grading during the Phase 1, 2009. Although a complete air study was not conducted for Alternative 3, a recalculation of the site grading during Phase 1, 2009 without the relocation of one million cubic yards of fill was evaluated independently and resulted in the approximate reductions of criteria pollutants shown in the table below. Implementation of Alternative 3 would result in the elimination of the movement across the Expressway of one million cubic yards of dirt. When analyzed independently, as with the table below, a 25 percent reduction in PM-10 and PM-2.5 results. The one million yards would, however, be moved somewhere on the south side of Ramona in Alternative 3, therefore the full benefit of this change from the project grading would not be realized. All thresholds previously exceeded (ROG, NOx, CO, PM-10, and PM 2.5) would still be exceeded by Alternative 3, as shown below. Therefore, short-term construction impacts related to grading will be **better**, but not less than significant.

Activity/Year	Peak Daily Emissions (lb/day)					
	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
PHASE 1 – THE VILLAGES OF LAKEVIEW Project						
Construction 2009						
Site Grading	137.34	846.68	1,167.85	0.02	4,533.21	965.21
Alternative 3 - No Development North of Ramona Expressway						
Construction 2009	**Percentage Reduction in Peak Daily Emissions**					
Site Grading	≈ 0	≈ 0	≈ 0	≈ 0	≈ 25	≈ 25

Short-term impacts will also include emissions generated during construction of the buildings as a result of operation of equipment, operation of personal vehicles by construction workers, electrical consumption, and coating and paint applications. Since the same number of dwelling units and commercial square footages would be constructed for Alternative 3 as for the project, this aspect of short-term emissions is **similar** to the project.

Long-term – Operational Emissions

Long-term emissions for Alternative 3 would be similar to the proposed project because both the project and Alternative 3 assume development of 11,350 dwelling units. Since the largest contributor to operational emissions is the automobile, and traffic is based on dwelling units and other uses which remain the same, potential operational emissions are considered to be the **same** as the project.

Cumulative greenhouse gas emissions would be similar to the project with respect to the development-related emissions because the same number of units, vehicles, etc. would be operating. However, GHG emissions resulting from agricultural practices on the property north of Ramona Expressway would be added to the development-related emissions resulting in **worse** GHG emissions impacts.

Fewer new residences would be exposed to toxic air contaminants (TACs) from diesel emission from Ramona Expressway because no units exist north of the Expressway and increased densities to the south of the Expressway occur outside of areas that are exposed to TACs at levels that exceed environmental impact threshold resulting in **less** impact than the project.

Biological Resources

The proposed project designates 29 acres of permanent conservation acres north of Ramona Expressway. Therefore, there are no direct impacts to sensitive species in that area. Alterative 3 would not have permanent protection/conservation designation for these 29 acres, therefore they could be impacted by direct and indirect agricultural practices. Therefore, direct impacts to sensitive species under Alternative 3 are **worse** than the project.

Cultural Resources

The area located north of Ramona Expressway which would remain in agricultural use in Alternative 3 has a "Very Low" to "Low" potential for deeply buried archaeological sites, as shown in the Cultural Resources section of the DEIR on **Figure 5.5-1, Archaeological Sensitivity**. However, the Cultural Resources Survey of the project site indicated the presence of a historic site of potential significance associated with the construction of the Colorado River Aqueduct located north of Ramona. The site is located within a conservation area that is protected by the project. Alterative 3 would not have permanent protection/conservation designation for this sensitive cultural resource, therefore it could be impacted by direct and indirect agricultural practices. Therefore, direct impacts to sensitive resources under Alternative 3 are **worse** than the project.

Figure 5.5-2, Paleontologic Sensitivity, indicates that the majority of the area north of Ramona Expressway has a "Low" potential for paleontological resources. Approximately 20 acres of this part of the site are indicated on **Figure 5.5-2** as having "High" potential for paleontological resources, which could be found as close as 4 feet from the surface. Therefore, Alternative 3 would potentially impact 20 fewer acres of land with a "High" sensitivity of finding paleontological resources than the project. This impact would be **less** than that of the proposed project.

Development areas and potential impacts to cultural resources south of Ramona Expressway remain the **same** as the project.

Geology and Soils

Development of Alternative 3 will result in the construction of structures in the same geologic setting as the project. Potential impacts which have been mitigated to less than significant levels include rockfall hazards and organic-rich soils which can cause settling and/or methane production. Alternative 3 would not avoid these potential impacts because neither of the conditions necessary to cause these potential impacts exist north of Ramona Expressway and development areas will remain consistent south of Ramona Expressway. This impact would be the **same** as that of the proposed project.

Hazards and Hazardous Materials

The implementation of Alternative 3 would be worse than to the proposed project because hazardous material used by agriculture (i.e. pesticide, fungicide, fertilizers, etc.) would continue to be used within the area located north of Ramona Expressway. Thus, potential adverse impacts associated with hazards or hazardous materials are **worse** than the proposed project.

Hydrology/Water Quality

For areas located south of Ramona Expressway, development of Alternative 3 would provide similar MDP, storm drain and water quality facilities as those included with the project. The area-wide water quality basin located north of Ramona in THE VILLAGES OF LAKEVIEW project would be located south of Ramona with Alternative 3. The existing potential for contamination of surface waters and the groundwater basin due to agriculture-related runoff from land located north of Ramona would still exist with Alternative 3. This impact would be **worse** than that of the proposed project due to continued untreated agricultural runoff from land north of Ramona Expressway.

Land Use/Planning

The existing General Plan Designation for the property north of Ramona Expressway which will not be developed under Alternative 3, is "Agriculture with a Community Development Overlay." The Existing zoning of the same area is "Agriculture (A-1-10 and A-2-10)." Development of Alternative 3 would be consistent with zoning and consistent with the General Plan, except for the Community Development Overlay. A Community Development Overlay "is a tool that allows Community Development land use designations to be applied through General Plan Amendments in the future within specified areas lying within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas, while maintaining the underlying land use designations of these other foundation components until such time as the Community Development land uses are approved." Therefore, this Alternative would not meet the intent of the County for this area which is to see it develop at the Community Development Foundation level.

Potential land use compatibility issues along the northern area project boundaries would remain as with the existing condition for Alternative 3. The project would reduce some land use compatibility issues, such as agriculturally polluted runoff, but would place residential uses immediately adjacent to active dairy use which could lead to incompatibility without a setback. Although different, the land use and planning aspects of both the project and Alternative 3 for this area north of Ramona Expressway are not consistent with the General Plan and present incompatibility issues. This impact would be **similar** to that of the proposed project.

Land use compatibility issues for Alternative 3 in the area south of Ramona Expressway exceed those of the project because densities have to be higher to accommodate all the units that were transferred from the area north of Ramona. Buildings will be taller and more dense which could cause grading plans to be revised and views to be blocked in areas where the project does not block views. Traffic, while a similar number of cars overall, will be concentrated south of Ramona possibly putting more pressure on roads within the existing neighborhoods located south and west of the project site. This aspect of land use and planning impacts would likely be **worse** than the proposed project.

Noise

Noise impacts to sensitive receptors which may be built as a part of Alternative 3 will be similar to the proposed project because no unique noise sources are located in the area north of Ramona Expressway which affects development there in some unique way. More intense development south of Ramona, as required by this alternative, could pose increased (**worse**) noise impacts to the existing residential areas and schools located south and west of the project site, due to increased traffic on local streets.

As there are no existing sensitive receptors which are significantly impacted by construction of the project area located north of Ramona, construction-related noise impacts will remain similar to those of the proposed project. Thus, overall, noise impacts will be **similar or worse** than the project with implementation of Alternative 3.

Population/Housing

The development of Alternative 3 would introduce additional housing and therefore would lead to an increase in population within the project area. The amount of development and population increase would be the same as that of the proposed project, and therefore, this impact would be the **same** as that of the proposed project.

Public Services

Fire and Sheriff Services

Alternative 3 would result in the same creation of additional demand for sheriff and fire department services as the project because the number of residents proposed would be the same. The payment of Riverside County-established development impact fees for sheriff and fire department facilities would occur. This impact would be the **same** as that of the proposed project.

Libraries

The development of Alternative 3 would result in an increased demand for library services; however, the demand would be the same as the project demand. Payment of development impact fees would reduce these potential impacts to below the level of significance. This impact would be the **same** as that of the proposed project.

Schools

The development of Alternative 3 would result in an increased demand for schools; however, the demand would be the same as the project demand. Payment of school fees and/or development of schools would reduce these potential impacts to below the level of significance. This impact would be the **same** as that of the proposed project.

Recreation

The continued use of the area north of Ramona Expressway for agricultural use pursuant to Alternative 3 would create no additional demand for parks and recreation facilities in that area. However, because there is no reduction in overall dwelling units, this alternative would require the acres of parks as the project. Of the required parks proposed in the project, approximately 100 acres are regional in nature. These regional park facilities are all located north of Ramona Expressway. The project is constructing and/or paying for park facilities to serve the proposed residents and this portion of the County as a whole. Therefore, under implementation of Alternative 3 these regional facilities will not be built to serve residents currently living in this portion of the County. Therefore, because regional recreational facilities are not provided, Alternative 3 is **worse** for the County than the proposed project.

Transportation/Traffic

Overall numbers of trips will remain similar to the proposed project. Those residents with need to travel on the Ramona Expressway will be the same regardless of location north or south of the Expressway.

Traffic, while a similar number of cars overall, will be concentrated south of Ramona possibly putting more pressure on roads within the existing neighborhoods located south and west of the project site. The cars which would use Reservoir and/or Lakeview Avenues to access 10th Street and Nuevo Road, as identified in the project Traffic Study for Phase 1 (including the area north of Ramona) of the project, would not need to use those routes in Alternative 3. In Alternative 3, a similar number of cars might need to utilize Wolfskill Avenue west if Hansen Avenue, or other local roads, to access 10th Street and Nuevo Road. As this Alternative includes a specific plan, then a General Plan amendment would also be a part of this Alternative' corrective actions could be taken to address classifications of roadways, however more sensitive receptors would be impacted as traffic would have to traverse the middle of the Lakeview community instead of affecting primarily the western edge.

Thus, Alternative 3 is the same as project traffic in overall volume, and the same fees and key roadway improvements would be provided as compared to the proposed project. However, some local roads in the existing rural community not previously impacted to a great degree by the project will be affected, thus making it **worse** than the proposed project from that perspective.

Utilities

Solid Waste

Alternative 3 would increase the amount of solid waste generated from the existing condition in the same quantity as that of the proposed project because the numbers of residences and businesses will be the same. This impact would be the **same** as that of the proposed project.

Water and Sewer

Alternative 3 will create a need for water and sewer services. Since Alternative 3 would have the same amount of development as the project, this impact would be **similar** to that of the proposed project. The demand for agricultural water for the area north of Ramona Expressway would remain the same as the existing condition but would pose a greater demand for groundwater than the project..

Natural Gas and Electricity

Alternative 3 will create a need for natural gas and electricity services. Since Alternative 3 would have the same amount of development as the project, this impact would be **similar** to that of the proposed project.

Summary of Alternative 3

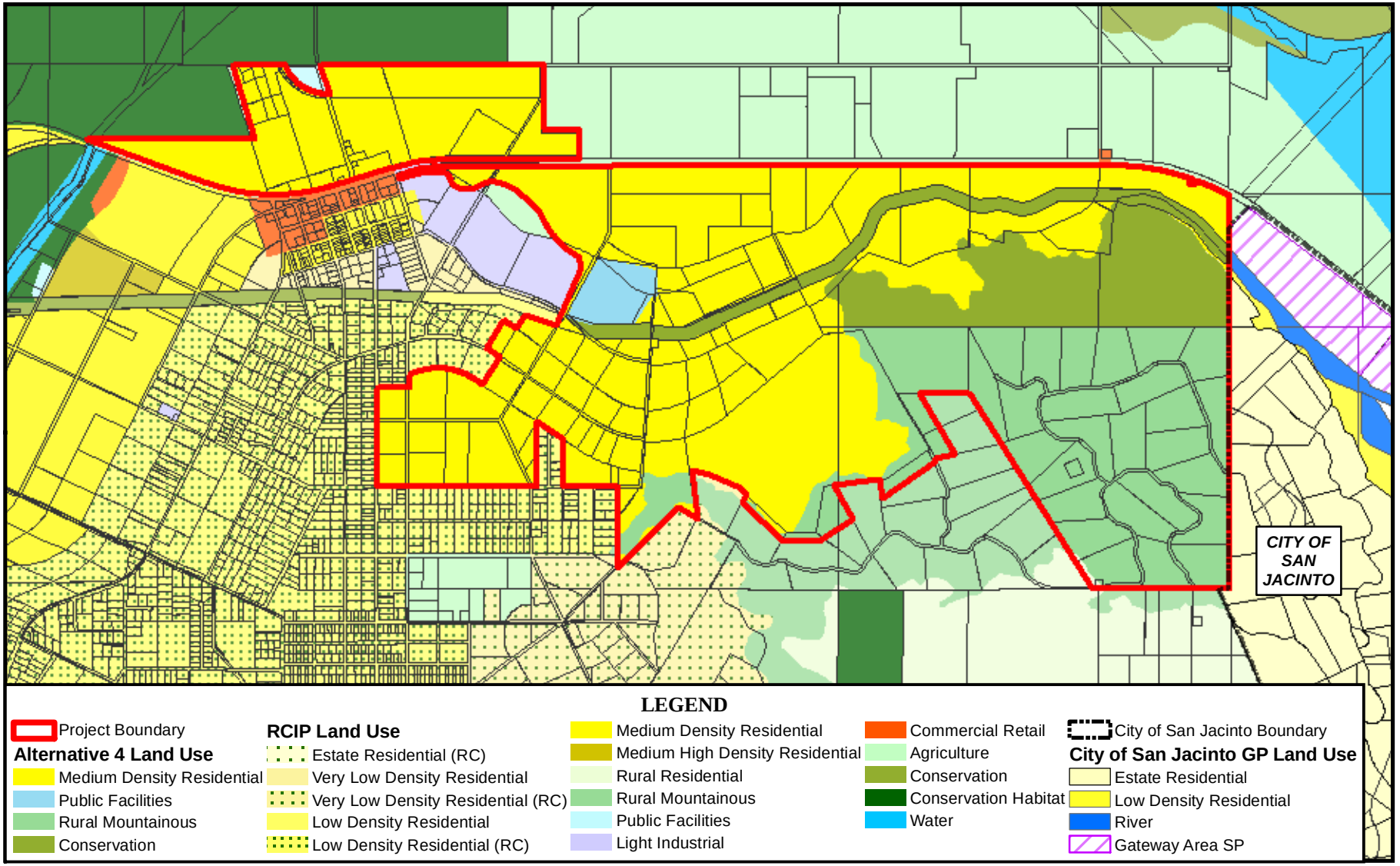
With respect to Alternative 3 – No Development North of Ramona Expressway, the majority of the project Objectives are attained except some conservation of sensitive species located north of Ramona Expressway would not occur. Alternative 3 is feasible from to the same extent that the project is feasible because the amount of development is the same.

With respect to the significant unavoidable impacts of THE VILLAGES OF LAKEVIEW project, Alternative 3 would avoid or reduce to less than significant no unavoidable significant impact of the project, even though less agricultural land would be impacted, significant adverse impacts to agriculture would still remain with implementation of this Alternative. However, some additional significant impacts would result that the project mitigates or avoids because some sensitive species and sensitive cultural resources that exist north of Ramona Expressway would not be conserved and would continue to be impacted by agricultural operations, and regional recreational facilities provided by the project would be lost under Alternative 3.

Alternative 4 – Reduced Density Alternative

Description of Alternative

Alternative 4 was chosen to address significant unavoidable impacts associated with air quality, traffic, noise, and water resources by reducing the number of units and providing development similar to the pattern of residential development found historically elsewhere in the County. For purposes of analysis, the Reduced Density Alternative (Alternative 4) will reduce the total number of dwelling units by proposing single-family residential lots over the project site. Alternative 4 includes 7,200 square-foot lots over the majority of the site, except MWD properties, the area the General Plan currently designates as "Conservation," the 100-year floodplain, and the 27 larger lots which exist now in the Rural Mountainous area (see **Figure 8-6, Alternative 4 - Reduced Density**). The reduced number of units will reduce impacts to traffic and therefore air quality and noise. Reduced density with no commercial services nearby does not necessarily result in fewer vehicle miles traveled. The reduced number of cars may have to travel much further to obtain goods and services. This coupled with the potentially higher energy emissions associated with less dense development can result in higher GHG emission. It is assumed that this alternative would build out under several developers/owners and one comprehensive specific plan or other unifying entitlement mechanism is not a part of Alternative 4.



Sources: Riverside County RCIP, revised Nov. 2007; City of San Jacinto Draft General Plan, Feb. 2007.

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Figure 8-6

Alternative 4 - Reduced Density Alternative

The Villages of Lakeview EIR No. 471

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Evaluation of Alternative 4

Aesthetics

Under the proposed project, there is a conservation area encompassing the Lakeview Mountains, protecting a majority of the Lakeview Mountain view-shed as well as biological and cultural resources. Alternative 4 would allow up to 27 residences to be built within the Lakeview Mountains on the existing lots. Also, the proposed project proposes Design and Landscape Guidelines for high quality development, which if this alternative were built, would not be built to the same design standards. This alternative would also place residential housing within the project-proposed conservation area, creating a loss in aesthetic value of the mountainous area. This impact would be **greater** than that of the proposed project.

In general, the potential to block open views of agriculture would be the same as the project. However, because homes will be built on the mountains, aesthetic impacts are **worse** than the proposed project.

Agricultural Resources

Development of the Reduced Density Alternative would result in the elimination of the availability of the project site for agricultural use similar to the proposed project. Although this alternative does not include a 500-foot setback from the San Jacinto Wildlife Area as does the project, homes would not be allowed to be built within the floodplain per County standards, therefore approximately the same amount of designated farmland would be affected. This would contribute to the cumulative loss of agricultural land within the vicinity of the project site and result in unavoidable adverse project-specific and cumulative impacts upon agriculture. This alternative would likely not include a community garden because there would be no comprehensive plan that could provide such an amenity. This impact would be **similar to or worse** than that of the proposed project.

Air Quality

Short-Term Emissions
The proposed project will create "short-term" air quality impacts from fugitive dust, other particulate matter, exhaust emissions generated by earthmoving activities and operation of grading equipment during site preparation (demolition and grading). Development of Alternative 4 will result in the grading of the entire project site, including some grading in the Lakeveiw Mountains which would not occur as part of the project. Therefore, short-term emissions related to the grading will be similar or worse than those of the proposed project and ROG, NOx, CO, PM10 and PM2.5 levels will exceed SCAQMD thresholds.

Long-Term Emissions
Long-term emissions for Alternative 4 would be less than the proposed project because Alternative 4 assumes development of approximately 8,000 to 8,500 dwelling units. Since the largest contributor to operational emissions is the automobile, and traffic is based on dwelling units and other uses, such as commercial, which are not a part of this alternative, potential operational emissions are considered to be **less** than the project.

It is difficult to determine how impacts associated with diesel emissions from Ramona Expressway would compare between Alternative 4 and the project because under Alternative 4 dwelling units are proposed in what is referred to as the Mixed Use Town Center area of the project, which includes commercial uses. These dwelling units could be located closer to Ramona Expressway in Alternative 4 than the project. The overall number of units proposed within areas closest to Ramona Expressway for the proposed project still likely exceed the number in Alternative 4 because densities are greater with the project. Therefore, Alternative 4 would expose fewer sensitive receptors to TACs, therefore impacts would be **less** than the project.

Reduced density with no commercial services nearby does not necessarily result in fewer vehicle miles traveled which is a part of the basis of GHG analysis. The reduced number of trips in Alternative 4 will have to travel much further to obtain goods and services because no commercial uses exist within Alternative 4. This coupled with the potentially higher energy use associated with less dense development (due to higher water use for landscaping) could result in the same or higher GHG emission than the project.

Biological Resources

Development under Alternative 4 would result in the development of the existing lots into single-family residential structures within the project's proposed conservation area located within the Lakeview Mountains. In addition, conservation areas in the floodplain portion of the area north of Ramona Expressway could be lost to development. THE VILLAGES OF LAKEVIEW project consolidates ownership and allows for consolidated areas of conservation and preservation of wildlife corridors of adequate size (~~1,000~~ 1,500 feet in width) to serve the intended use by wildlife. Under Alternative 4, the MSHCP would be implemented, but on a property-by-property basis because no unifying specific plan would be a part of this alternative. As a result, conservation areas will be piecemealed within the existing sensitive biological areas. This impact would be **worse** than that of the proposed project and the goal of the MSHCP could not be achieved as effectively as with the proposed project's ability to consolidate open space.

Cultural Resources

A portion of the most sensitive cultural resources on the site is located within the area designated as "Conservation" on the County's current General Plan, which would remain in Alternative 4, however other cultural resources might be lost due to development. Alternative 4 would result in the development of the existing lots located in the Lakeview Mountains into single-family residential structures. Other single-family residential development would be allowed in Alternative 4 within areas of "High" sensitivity for finding previously undiscovered and known archaeological resources. THE VILLAGES OF LAKEVIEW project consolidates ownership and allows for setbacks and consolidated areas of conservation and preservation for cultural resources. Under Alternative 4, with the lower density housing, a comprehensive mitigation plan for cultural resources would be more difficult to implement, because units cannot be clustered to avoid sensitive sites. As a result, cultural resources could be impacted more heavily than the project. This impact would be **worse** than that of the proposed project.

Geology and Soils

Development of Alternative 4 will result in the construction of structures upon the same site, and therefore the same geologic and soils conditions as the project. Therefore, impacts would be the **same** as those of the proposed project.

Hazards and Hazardous Materials

Alternative 4 will not result in a risk of exposure to area residents, similar to the project. Use of the project site under this alternative has the potential to introduce hazardous materials to the project site, such as gasoline and other fuels for operation of construction equipment and automobiles from potential development. Fertilizers, herbicides, and pesticides typical of agricultural would not continue to be used, however ornamental/landscape fertilizers, herbicides, and pesticides would be used on the project site. This impact would be similar to that of the proposed project because household hazardous materials would be used throughout the site. This impact would be **similar** to that of the proposed project.

Hydrology/Water Quality

The project proposes to construct portions of the County's Lakeview/Nuevo Master Drainage Plan (MDP) which will protect potions of the project site and existing homes in the surrounding area. Alternative 4 could be built out by various developers which would be subject to ADP fees, so construction of these facilities would likely be delayed; therefore, existing homes off-site would still be subject to potential flooding hazards downstream from the Lakeview Dam. This impact would be **worse** than the proposed project.

Under Alternative 4, regional storm drainage and water quality facilities would likely not be constructed to treat all project runoff, as those which are included with the project. However, to meet Regional Water Quality Control Board standards, treatment of runoff would have to occur on-site. The potential for contamination of surface waters and the groundwater basin due to agriculture-related runoff would be eliminated. However, there would be potential runoff from paved parking areas and streets contaminated with oil and grease, heavy metals and sediment, just the same as the proposed project. This potential impact is similar to the proposed project but can be mitigated to below the level of significance. This impact would be **similar** to that of the proposed project.

Land Use/Planning

Development of Alternative 4 would not be consistent with the existing General Plan's land use designations, and would not be inconsistent with the current zoning on the project site because it assumes development in some areas currently with land use designations and zoning for agriculture or other rural uses. Potential land use compatibility issues would be similar to those for the proposed project. This impact would be **similar** to that of the proposed project.

Noise

Construction of Alternative 4 would result in short-term noise impacts from construction sources similar to the project. Noise impacts created by project-related operations and traffic would be less than those generated by the proposed project due to a reduction in the number of automobile trips.

However, given the relatively quiet existing noise environment, even a reduced project would increase ambient noise levels above a 5dbA increase. Cumulative impacts would still remain. Therefore, this alternative's noise impacts would be **similar** to that of the proposed project.

Population/Housing

Alternative 4 would introduce additional housing and therefore would lead to an increase in population within the project area. All housing introduced would be single-family detached units with similar lot sizes. The lack of variety in housing types would lead to less variety in pricing and the ability to meet affordable housing needs identified in the County General Plan Housing Element. The amount of development and population increase would be below the project, and therefore, this impact would be less than that of the proposed project. However, no commercial development is assumed in this alternative, therefore the jobs to housing balance would be **worse** than the proposed project.

Public Services

Fire and Sheriff Services

Alternative 4 would result in less additional demand for sheriff and fire department services than the project because the number of residents proposed would be less. The payment of Riverside County-established development impact fees for sheriff and fire department facilities would occur. This impact would be the **same** as that of the proposed project.

Libraries

Alternative 4 would result in an increased demand for library services; however, the demand would be less than that of the project due to the lower anticipated population of this alternative. Although payment of development impact fees would technically reduce these potential impacts to below the level of significance, the library facilities proposed as a part of THE VILLAGES OF LAKEVIEW would not be constructed. This impact would be **worse** than that of the proposed project.

Schools

The development of Alternative 4 would result in an increased demand for schools; however, the demand would be less than the project demand. Payment of school fees and/or development of schools would reduce these potential impacts to below the level of significance. This impact would be the **same** as that of the proposed project.

Recreation

Development of Alternative 4 will include the dedication and construction of local of parks commensurate with the number of units built. The impact would be similar to that of the proposed project. Of the required parks proposed in the project, approximately 100 acres are regional in nature. The project is constructing and/or paying for park facilities to serve the proposed residents and this portion of the County as a whole. Therefore, under implementation of Alternative 4, these regional facilities will not be built to serve residents currently living in this portion of the County. Therefore, because regional recreational facilities are not provided, Alternative 4 is **worse** for the County with respect to recreational facilities than the proposed project.

Transportation/Traffic

Alternative 4 would increase site-generated traffic above current levels due to increased residential development, and would contribute to the need for area-wide off-site road improvements. This would be less than the potential impacts of the proposed project because fewer units and no commercial uses are proposed within Alternative 4, as shown in the table below. Based on the approximate calculations below based on **Tables 5.14-B** and **5.14-C** and not reflecting internal capture, an overall 17.9 percent reduction in traffic results from Alternative 4. Although this Alternative would not include a specific plan, a General Plan amendment could be a part of this Alternative's entitlement actions to address classifications of roadways and on-site intersection configurations. So it is assumed that the project-specific impacts of this Alternative could be mitigated to less than significant as they are in the proposed project.

	Proposed Project Traffic				**Alternative 4**		
Use	**Quantity**	**Unit of Measure**	**Average Daily Trip Generation Rate**	**Average Daily Trips**	**Quantity**	**Average Daily Trip Generation Rate**	**Average Daily Trips**
Single-Family Detached	2,520	Dwelling Units	9.57	24,116	8,467	9.57	81,029
Apartment	1,230	Dwelling Units	6.72	8,266	0	6.72	0
Condo/ Townhouse	7,600	Dwelling Units	5.86	44,536	0	5.86	0
Office	100	Thousand Square Feet	13.34	1,334	0	13.34	0
Shopping Center[1]	400	Thousand Square Feet	Various	22,656 (5,665)	0	67.91	0
Schools	3,600	Students	1.29	4,644	2,379	1.29	3,069
Parks	147.8	Acres	Various	2,753	76	2.28	173
TOTAL TRIPS				**102,640**			**84,271**

The project has significant and unavoidable cumulative traffic impacts at one intersection and several roadway segments at build-out of the Base Case. Although trip distribution might vary with this alternative, for comparative purposes, a direct 17.9 percent reduction in traffic was applied to the roadway segments and intersection that fail in the cumulative condition with mitigation for the project. The table below shows the roadways and intersection in question, their project and cumulative traffic, compared to a 17.9 percent reduction in the project traffic. The table indicates that the LOS on the segment of Ramona Expressway between Bernasconi Road and Reservoir Avenue would improve to LOS D as a result of the 17.9 percent reduction with Alternative 4 traffic. Thus, the significant impact to this roadway segment would be reduced to **less** than significant. Temporary unavoidable adverse impacts associated with the unknown timing of off-site improvements would be **consistent** between this Alternative and the project.

	Project					Alternative 4	
Segment/Intersection	**Classification or Traffic Control Status**	**Project ADT or Delay at Build-out**	**Cumulative ADT or Delay at Build-out**	**Total**	**LOS**	**Total** (w/17.4 % reduction in project traffic)	**LOS**
I-215 Ramps and Ramona Expressway	Signal	29.2 seconds	62.3 seconds	91.5	F	86.3 seconds	F
Ramona Expressway from Bernasconi to Reservoir	Expressway	25,500	52,100	77,600	E	73,036	D
Sanderson from Ramona Expressway to Gilman	Expressway	4,700	80,700	85,400	F	84,559	F
Nuevo Road							
Evans Rd. to Dunlap Rd.	Arterial	16,300	42,900	58,200	F	55,282	F
Dunlap to Foothill	Urban Arterial	17,100	55,400	72,500	F	69,439	E
Foothill to Antelope	Urban Arterial	18,800	50,500	69,300	E	65,935	E
Antelope to Menifee	Urban Arterial	20,500	62,100	82,600	F	78,931	F

Utilities

Solid Waste

Alternative 4 would increase the amount of solid waste generated on the project site, but less than that of the proposed project. This impact would be **less** than that of the proposed project.

Water and Sewer

Alternative 4 will create a need for water and sewer services. Since Alternative 4 would have fewer but larger residential units, which have larger yards which could result in greater water use, this impact would be **less than or similar** to that of the proposed project even though fewer units are proposed.

Natural Gas and Electricity

The development of Alternative 4 will create a need for natural gas and electricity services beyond current levels, but less than that of the proposed project. This impact would be **less** than that of the proposed project.

Summary of Alternative 4

With respect to Alternative 4 – Reduced Density, some project Objectives are not attained including, but not limited to: the consolidation of over 900 acres of conservation/open space consistent with the MSHCP which would not be achieved by this Alternative which allows for development in the Lakeview Mountains; the density of Alternative 4 uses requires vehicular transportation to commercial and employment opportunities is the only option (no mixed-use area, not a walk-able community); and overall development provided in the Specific Plan such as Green Design, drought tolerant landscaping, and landscape and design guidelines would not be included in this Alternative. Alternative 4 is feasible from the standpoint that the area, without the provision of a specific plan or other unifying entitlement mechanism, could build out under this historically traditional form of development and existing lots could be sold and custom homes built.

With respect to the significant unavoidable impacts of THE VILLAGES OF LAKEVIEW project, Alternative 4 would reduce some of the unavoidable significant impacts of the project including: air quality due to fewer units, but not so few as to reduce air quality to less than significant levels; likewise, traffic and noise impacts would be reduced, but not to less than significant levels. However, some additional significant impacts would result that the project mitigates or avoids, biological and cultural resources which development within the Lakeview Mountains and elsewhere on the site would impact; water quality mitigation being applied on a tract-by-tract basis would result in less effective water quality treatment. The number of units proposed in Alternative 4 still far exceeds the County and regional projections for housing needs while not meeting other General Plan and regional policies for mixed use and higher density housing along transportation corridors; although new parks would be required over time as this area build out, regional recreational facilities provided by the project would be lost under this Alternative as no one property owner could afford to set aside nearly 100 acres of Regional Park; and fewer fees and funding would be provided to upgrade regional transportation infrastructure. Reduced density with no commercial services nearby does not necessarily result in fewer vehicle miles traveled. The reduced number of cars may have to travel much further to obtain goods and services without the mitigating effect of the mixed use project. This coupled with the potentially higher energy emissions associated with less dense development can result in higher GHG emission.

Alternative 5 Light Industrial/Reduced Density

Description of Alternative 5

Alternative 5 was chosen to address the jobs/housing balance by reducing the number of units and providing light industrial uses, which would add office and industrial buildings. This alternative would also address unavoidable impacts to air quality, greenhouse gas emissions, traffic, agricultural resources, and water resources by reducing the number of units and increasing non-residential uses.

This Alternative includes 192 acres of office and light industrial development north of Ramona Expressway. The Light Industrial land use designation would mirror what the County allows in the General Plan which includes a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses. Building intensity ranges from 0.25 to 0.6 FAR. The Alternative also includes 969 acres of conservation in the Lakeview Mountains and 29 acres of conservation in the floodplain, and 166.5 acres within the eastern end of the project site (the Enclave Village within the project) to be free of development and used for agricultural uses and to act as a buffer between the city of San Jacinto and the project site. The Alternative would also have a reduced density with 6,500 dwelling units proposed to be built south of Ramona Expressway, as shown in **Figure 8-7, Alternative 5 Light Industrial/Reduced Density**.

Alternative 5 would be developed under a specific plan similar to the proposed project so comprehensive design elements, such as regional drainage/water quality facilities and design guidelines, would be a part of this alternative. Differences between entitlements would be the exclusion of a Development Agreement given the smaller overall development. The east end of the proposed project would be excluded and left as agriculture, but the wildlife corridor and mountain conservation area would be conserved by the Western Riverside County Regional Conservation Authority (RCA). It is assumed that the smaller residential density would result in the decrease of

public services from the level proposed within the project, including the removal of the library, and a smaller public community center. Alternative 5 would be served by sewer, as with the proposed project.

Evaluation of Alternative 5

Aesthetics

Under THE VILLAGES OF LAKEVIEW project, there is a conservation area proposed for the Lakeview Mountains, protecting a majority of the views of Lakeview Mountains. Alternative 5 would retain this conservation area by dedicating the area to the RCA. Therefore, Alternative 5 would have the **same** aesthetic impacts as the proposed project with respect to the Lakeview Mountains which are less than significant with mitigation. Therefore, this is the same as the project.

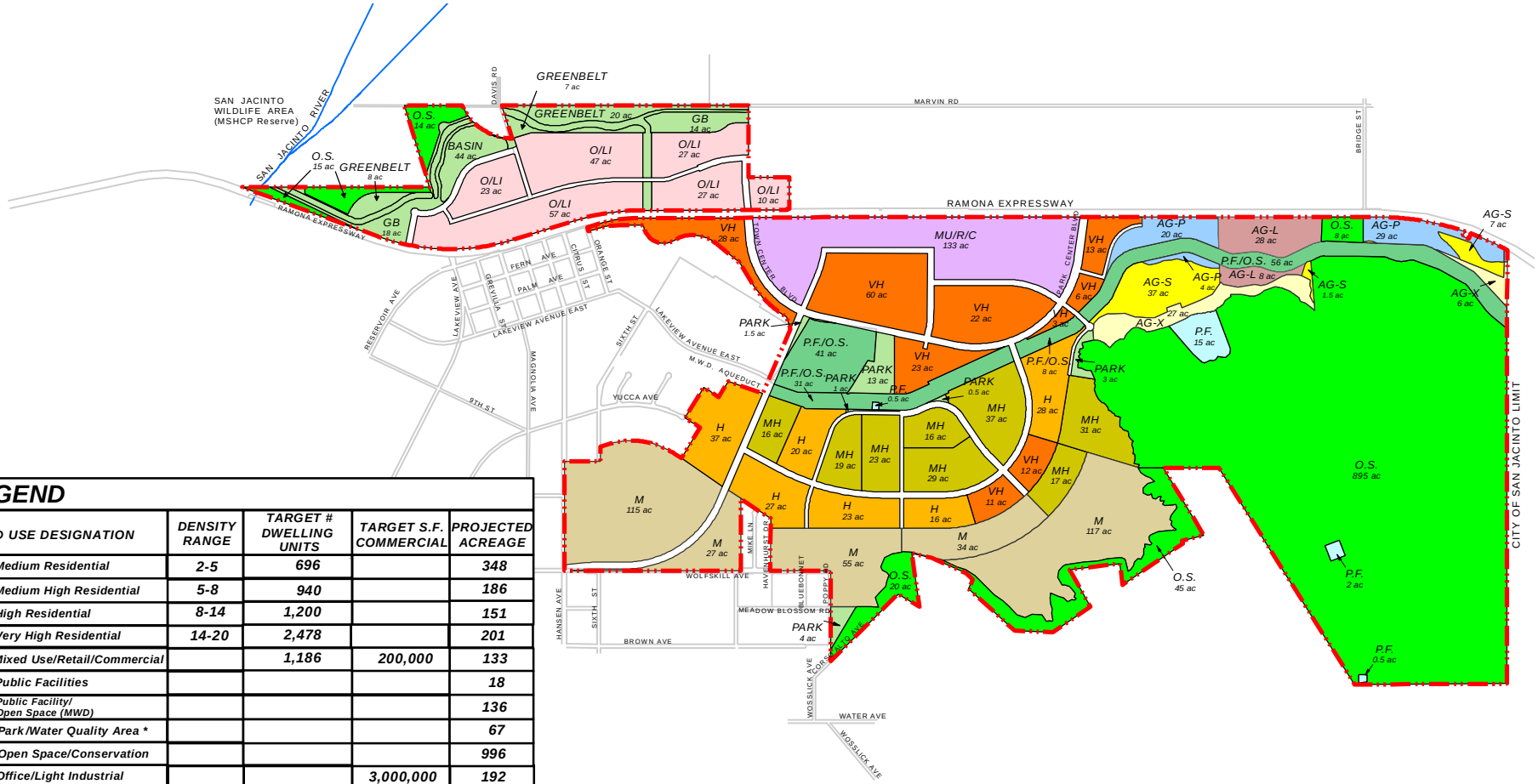
Likewise, development is proposed north of Ramona Expressway, so views of the Bernasconi Hills would be affected and may or may not be blocked. To accommodate the office and industrial uses under this alternative, structures would likely be taller than the project north of Ramona Expressway, creating additional negative aesthetic impacts to views from Ramona Expressway of the Bernasconi Hills, San Jacinto Wildlife Area, and Mystic Lake. Therefore, this is potentially **worse** than the project.

At the eastern end of the project, south of Ramona Expressway and north of the Lakeview Mountains, the land would be left as agricultural uses and therefore views of the Lakeview Mountains and agricultural open space would be retained as they are seen today from the Expressway. This alternative has less impact in that area than the project. However, cumulatively, there is still a significant loss of open land through conversion to developed uses, which is considered significant, the **same** as the project.

Agricultural Resources

Under Alternative 5, the land at the eastern end of the project site would remain in agricultural use. Therefore, Alternative 5 would impact fewer acres of active farming and fewer acres of Designated Farmland. The alternative would impact the same amount and location of farmland north of Ramona as the proposed project, due to the retention of the 500-foot buffer through the 100-year floodplain. The table below compares the categories of Designated Farmland which would be impacted by THE VILLAGES OF LAKEVIEW project and Alternative 5 development south of Ramona Expressway.

Type of Farmland	(A) Total The Villages of Lakeview Project Farmland Which Will be Developed (acres)	(B) Agricultural Land Not Developed by Alternative 5 South of Ramona (acres)	(A-B) Total Designated Farmland that will be Developed by Alternative 5 (acres)
Prime	289	53	236
Of Statewide Importance	205	45.5	159.5
Unique	1	0	1
Local	741	35	706
TOTAL	1,236	133.5	1,102.5



LEGEND

LAND USE DESIGNATION		DENSITY RANGE	TARGET # DWELLING UNITS	TARGET S.F. COMMERCIAL	PROJECTED ACREAGE
M	Medium Residential	2-5	696		348
MH	Medium High Residential	5-8	940		186
H	High Residential	8-14	1,200		151
VH	Very High Residential	14-20	2,478		201
MU	Mixed Use/Retail/Commercial		1,186	200,000	133
PF	Public Facilities				18
P.F./ O.S.	Public Facility/ Open Space (MWD)				136
Park	Park /Water Quality Area *				67
O.S.	Open Space/Conservation				996
O/LI	Office/Light Industrial			3,000,000	192
GB	Greenbelt				66
AG-P	Agriculture-Prime Farmland				46
AG-S	Agriculture-Statewide Importance				45
AG-L	Agriculture-Locally Important				36
AG-X	Agriculture-Other				33
	Roads				131
	TOTAL / MAXIMUM		6,500	3,200,000	2786

Additional parks will be located within residential areas to meet County requirements

Sources: SP No. 342; CA Dept. of Conservation, 2004.

ALBERT A. WEBB ASSOCIATES

N W E S

0 1,000 2,000 3,000 Feet

Figure 8-7

Alternative 5 - Light Industrial / Reduced Density

The Villages of Lakeview EIR No. 491

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Review of the table above indicates that THE VILLAGES OF LAKEVIEW project will impact approximately 1,236 acres of Designated Farmland, of which 289 acres are Prime Farmland, 205 acres are Farmland of Statewide Importance, 1 acre is Unique Farmland, and 741 acres are Farmland of Local Importance. Alternative 5 will impact approximately 1,102 acres of Designated Farmland, of which 236 acres are Prime Farmland, 159.5 acres are Farmland of Statewide Importance, 1 acre is Unique Farmland, and 705 acres are Farmland of Local Importance. Thus, Alternative 5 will reduce the potential adverse impact to Designated Farmland, which is **better** than the proposed project, but because there is still a loss of over 1,100 acres this would still be considered significant and will not reduce to less than significant the loss of Designated Farmland.

Air Quality

Short-term – Construction Emissions

The proposed project will create "short-term" air quality impacts from fugitive dust, other particulate matter; exhaust emissions generated by earthmoving activities, and operation of grading equipment during site preparation (demolition and grading). One aspect of the construction of THE VILLAGES OF LAKEVIEW project is the need for fill dirt in the Resort Village located north of Ramona Expressway. Alternative 5, as in THE VILLAGES OF LAKEVIEW project would require grading or the movement of fill (one million cubic yards) from the south side of Ramona Expressway to the Office/Light Industrial development area located north of Ramona Expressway.

Short-term impacts will also include emissions generated during construction of the buildings as a result of operation of equipment, operation of personal vehicles by construction workers, electrical consumption, and coating and paint applications. Based on the same need for fill dirt north of Ramona Expressway and since the number of dwelling units would be reduced but the number of commercial square footages would increase, construction-related air quality impacts for Alternative 5 are considered **similar** to the project.

Long-term – Operational Emissions

Long-term emissions for Alternative 5 would be less than that of the proposed project because car trips are reduced greatly with the reduction of homes, especially high-density residential structures. Since the largest contributor to operational emissions is the automobile, and traffic is reduced with Alternative 5, potential operational emissions are considered lower than the project as shown in the table below.

Activity/Year	Peak Daily Emissions (lb/day) Comparison					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Project (Summer)	1,140.14	701.66	5,189.78	7.53	1,198.62	237.74
Alt 5 (Summer)	713.69	419.70	3,403.76	6.27	998.34	196.29
Percentage Reduction	**34.40**	**40.18**	**34.41**	**16.73**	**16.71**	**17.44**
Project (Winter)	1,142.05	880.77	4,930.23	6.81	1,203.89	242.94
Alt 5 (Winter)	720.13	527.29	3,215.95	5.56	1,001.39	199.31
Percentage Reduction	**36.94**	**40.13**	**34.78**	**18.36**	**16.82**	**17.96**

The largest contributor to greenhouse gas emissions is also vehicles. Fewer vehicular trips has an effect on GHG emissions, but likewise, the trip length, or vehicle miles traveled (VMT) is also used to calculate GHG emissions. With the introduction of a substantial jobs base within the project site in Alternative 5, VMT would likely be reduced also, which would result in GHG emissions which are **less** than the project.

Toxic Air Contaminants (TAC) were modeled as part of a Health Risk Assessment (HRA) prepared for the project related to potential impacts from diesel emissions from vehicles traveling on Ramona Expressway, as discussed in Section 5.3, Air Quality. The project plans for homes and schools (sensitive receptors) located within areas where TACs related to cumulative Ramona Expressway traffic exceed threshold. Because Alternative 5 includes fewer homes and schools adjacent to Ramona Expressway, potential impacts from the Expressway should affect fewer people (sensitive receptors). Alternative 5 would, however, include additional truck traffic, compared to the project, generated by the Light Industrial land uses. Table 8-A, Alternatives Summary, indicates that approximately 2.225 million square feet of Light Industrial uses are included in Alternative 5. The additional trucks generated by this level of development would add substantially to the cumulative diesel emissions on Ramona Expressway. Therefore, although there are fewer sensitive receptors within the project which might be affected by diesel TACs, the additional trucks added by this alternative could cause a larger area on either side of the expressway (and even within existing local communities) to be exposed to TACs that exceed threshold. Therefore, Alternative 5 is considered **worse** than the project with respect to diesel emissions.

In addition to diesel TACs, some types of uses that are allowed within the Light Industrial land use category of the County's General Plan (e.g., manufacturing of certain products) could generate TACs, on-site sources of TACs could result from implementation of Alternative 5. It is not known what types of uses will ultimately be constructed however, so no potential health risks associated with on-site light industrial uses could be evaluated for Alternative 5 at this time. All point source (manufacturing) uses which generate TACs are regulated by SCAQMD, also.

Biological Resources

Alternative 5 designates the same acreage as the project for conservation purposes. Additional agricultural lands will remain under this alternative which are used by some types of wildlife. Therefore, impacts to sensitive species under Alternative 5 are the **same** or **less** than the project.

Alternative 5 would result in indirect impacts to biological resources similar to those of the proposed project, as described in Section 5.4, which include such things as domestic cats, increased human contact, lighting, etc. These indirect impacts would be mitigated similarly as the proposed project and therefore, overall, impacts to biological resources would be **similar** to the proposed project.

Cultural Resources

The area located north of Ramona Expressway which would remain in agricultural use in Alternative 5 has a "Low" to "High" potential for deeply buried archaeological and/or buried historic sites, as shown in the Cultural Resources section of the DEIR. In fact, according to the Cultural Resources Assessment prepared for the project, this portion of the project site includes sensitive buried historic resources which are avoided in the RCA conservation area located in the west corner of the project site. The development areas north of Ramona Expressway within THE VILLAGES OF LAKEVIEW project would not result in significant impacts, through mitigation measures, to historic resources in this area and therefore impacts are the **same** as the project.

Areas located south of Ramona Expressway which would remain the same as the proposed project in Alternative 5 have a "Low" to "High" potential for deeply buried archeological sites, as shown in the Cultural Resources section of the DEIR. The Cultural Resources Assessment indicates that areas near the Lakeview Mountains include very sensitive archaeological resources which are avoided in the RCA conservation area. Some sites would be directly impacted by Alternative 5, but can be mitigated in similar ways as the project is providing mitigation.

Additionally, since Alternative 5 has no development between the mountains and Ramona Expressway in the Enclave Village, the setting for the most sensitive cultural resources will be retained better than the proposed project in terms of retention of the existing setting. Other indirect impacts associated with increased population and development in the general area would remain the same as the project. Therefore, potential impacts to archaeological and historic resources for Alternative 5 are **less or the same** as, the project with respect to direct impacts; **same** as the project with respect to indirect impacts which remain significant.

Figure 5.5-2, Paleontologic Sensitivity, indicates that the majority of the area north of Ramona Expressway has a "Low" potential for paleontological resources. Approximately 20 acres of this part of the site are indicated on **Figure 5.5-2** as having "High" potential for paleontological resources, which could be found as close as 4 feet from the surface. The area south of Ramona Expressway at the eastern end of the project site, which will be left undeveloped in Alternative 5, have a "High" sensitivity for finding buried paleontological resources. Therefore, because development would avoid this area in this alternative, impacts to paleontological resources would be **better** than the project.

Geology and Soils

Development of Alternative 5 will result in the construction of structures in the same geologic setting as the project. Potential impacts which have been mitigated to less than significant levels include rockfall hazards and organic-rich soils which can cause settling and/or methane production.

Alternative 5 would not avoid these potential impacts and this impact would be the **same** as that of the proposed project.

Hazards and Hazardous Materials

The implementation of Alternative 5 would be worse than the proposed project because hazardous material used by agriculture (i.e., pesticide, fungicide, fertilizers, etc.) would continue to be used within the 500-foot setback area located north of Ramona Expressway and the eastern area of the project site. In addition, Light Industrial uses would be more likely to store, use, and/or transport hazardous materials than the residential uses of the proposed project. Any potential impacts associated with this could be reduced to less than significant levels through adherence to laws and regulations, but the risk of contamination from industrial scale hazardous materials to the adjacent San Jacinto River and San Jacinto Wildlife Area is higher than with residential uses. Thus, potential adverse impacts associated with hazards or hazardous materials are worse than the proposed project.

Hydrology/Water Quality

Development of Alternative 5 would provide similar storm drainage and water quality facilities as those included with the project. The existing potential for contamination of surface waters and the groundwater basin due to agriculture-related runoff from land located north of Ramona would still exist with Alternative 5. This impact would be worse than that of the proposed project due to continued untreated agricultural runoff.

Land Use/Planning

The existing General Plan Designation for the property north of Ramona Expressway which will partially be developed as Office/Light Industrial under Alternative 5, is "Agriculture with a Community Development Overlay." The Existing zoning of the same area is "Agriculture (A-1-10 and A-2-10)." Development of Alternative 5 would be inconsistent with zoning and with the General Plan, except 50 acres of agricultural use which would be retained within a 500-foot swath of land located adjacent to the San Jacinto Wildlife Area and similar to the Greenbelt within the proposed project. Therefore, this Alternative would not meet the intent of the County for the area north of Ramona Expressway.

Potential land use compatibility issues along the northern area project boundaries would remain consistent with the existing conditions if Alternative 5 were implemented because the 500-foot buffer would be maintained in agriculture, which exists today. The project would reduce some land use compatibility issues, such as agriculturally-polluted runoff, but would place residential uses immediately adjacent to active dairy use which could lead to incompatibility without a setback. Although different, the land use and planning aspects of both the project and Alternative 5 for this area north of Ramona Expressway are not consistent with the General Plan and present incompatibility issues. This impact would be **similar** to that of the proposed project.

General Plan and zoning consistency for the area located south of Ramona Expressway is mixed. The area to the eastern end of the project site which is to be left in agricultural uses under Alternative 5, would be consistent with the General Plan designations of "Agriculture" and "Very Low Density Residential (Rural Community)" which predominate the eastern portion of the site.

(See **Figure 5.9-3 General Plan Land Use Designations**.) Zoning for this eastern area south of Ramona includes "Agriculture" (A 2-10) and "Rural Residential" (RR), and a small area of "Commercial." (See **Figure 5.9-4 Existing Zoning**.) The areas proposed for development south of Ramona Expressway in the alternative are similar to the proposed project therefore, the same inconsistencies as the project exist for Alternative 5 in this area. Overall, land use consistency is **better** than the project because the eastern portions of the area south of Ramona Expressway and the northern edge north of Ramona will remain agricultural.

Noise

Noise impacts to sensitive receptors which may be built as a part of Alternative 5, will be less than the proposed project because far fewer (only Planning Areas 26 and 36) Planning Areas would be built with noise-sensitive receptors adjacent to Ramona Expressway, which is the greatest noise source within the vicinity of the project site.

As there are no existing sensitive receptors which are significantly impacted by construction of the project area located north of Ramona, and construction-related noise impacts will remain similar to those of the proposed project for areas located south of Ramona Expressway because Alternative 5 only eliminates construction on the east end where no existing sensitive receptors are located. Thus, overall, noise impacts will be **better** than or **similar** to the project with implementation of Alternative 5, unless the increased truck traffic generated by this alternative traverses existing local neighborhoods.

Population/Housing

The development of Alternative 5 would introduce additional housing and therefore, would lead to an increase in population within the project area. The amount of development and population increase would be the less than that of the proposed project by 4,850 dwelling units, and therefore, this impact would be **less** than that of the proposed project, but greater than the population estimated in the General Plan for this area. Therefore, impacts remain significant and unavoidable. The increase in office/industrial uses will improve the jobs housing balance to levels better than those of the proposed project.

Public Services

Fire and Sheriff Services

As a result of residential development, Alternative 5 would create a demand for sheriff and fire department services, but less than that of the project because the number of dwelling units and residents proposed would be the less than the project. Alternative 5 would also create a demand for sheriff and fire services as a result of office and industrial uses. The payment of Riverside County-established development impact fees for sheriff and fire department facilities would occur. This impact would be the **same** as that of the proposed project.

Libraries

The development of Alternative 5 would result in an increased demand for library services; however, the demand would be less than that of the project demand, because of the smaller amount of residential units. Alternative 5 would not include the construction of a library within the project

due to the lower unit count. This alternative project would, however, be required to pay development impact fees (DIF). Therefore, on a per-person/unit basis, Alternative 5 would mitigate impacts as does the project, however the smaller project proposed in Alternative 5 would not support the construction of a new library. In addition, since DIF fees are to be used to buy books for existing libraries, and not the construction of new libraries, the impact fees would not fully address the need for a demand in libraries, and this impact would be **worse** than that of the proposed project.

Schools

The development of Alternative 5 would result in an increased demand for schools; however, the demand would be smaller than project demand because of the decrease in residential units. Alternative 5 would, as a result of more office/industrial development, decrease the amount of schools required. It is assumed that school demand would be met at the same level it is being met by the project and that the payment of school fees and/or development of schools would reduce these potential impacts to below the level of significance. This impact would be the **same** as that of the proposed project.

Recreation

The use of the project's 500-foot greenbelt area north of Ramona Expressway for agriculture pursuant to Alternative 5, would eliminate the provision of this regional greenbelt facility which is proposed within the project. Alternative 5 would, however, be required to pay fees related to regional parks. Therefore, on a per-person/unit basis, Alternative 5 would mitigate impacts as does the project. However, the Regional Parks District might use the fees for other parks services/facilities and the existing residents within the greater Lakeview/Nuevo area would not have the benefit of this regional greenbelt in their area. Even if the Regional Parks District used the Alternative 5 fees to build a regional facility in the area, this would occur later after all fees were collected so the regional recreational facility if built, would be built later than with the proposed project which includes portions of the greenbelt as early as in Phase 1. Therefore, because regional recreational facilities are not provided or delayed, Alternative 5 is **worse** than the proposed project.

The addition of office/industrial uses would decrease the demand for parks and recreation facilities in the project area. There is also a reduction in overall dwelling units, this alternative would require less parkland acreage than the project. Required fees would be paid so on a per person/unit/square footage basis, the impacts to parks would be the **same** as the proposed project.

Transportation/Traffic

Overall numbers of car trips will decrease compared to the proposed project, because of the decrease in the number of homes, elimination of the regional Greenbelt, and reduction in commercial uses. While there is a decrease in car trips, Alternative 5 would add truck trips for the industrial/office space, putting more pressure on Ramona Expressway to carry additional truck traffic. Based on the approximate calculations based on **Tables 5.14-B** and **5.14-C,** and not reflecting internal capture, increased truck traffic does not offset the reduction in automobile traffic, so overall 17.4 percent reduction in traffic results from Alternative 5. As this Alternative includes a specific plan, then a General Plan amendment would also be a part of this Alternative's entitlement actions. Therefore, it is assumed that classifications of roadways and on-site intersection configurations would be addressed in a comprehensive fashion to meet standards.

Likewise, it is assumed that the project-specific impacts of this Alternative could be mitigated to less than significant as they are with the proposed project.

	Proposed Project Traffic				Alternative 5		
Use	**Quantity**	**Unit of Measure**	**Average Daily Trip Generation Rate**	**Average Daily Trips**	**Quantity**	**Average Daily Trip Generation Rate**	**Average Daily Trips**
Single-Family Detached	2,520	Dwelling Units	9.57	24,116	1,636	9.57	15,657
Apartment	1,230	Dwelling Units	6.72	8,266	1,208	6.72	8,118
Condo/ Townhouse	7,600	Dwelling Units	5.86	44,536	3,666	5.86	21,483
Office	100	Thousand Square Feet	13.34	1,334	750	13.34	10,005
Shopping Center[1]	400	Thousand Square Feet	Various	22,656 (5,665)	200	67.91	13,582 (3,396)
Schools	3,600	Students	1.29	4,644	2,162	1.29	2,789
Parks	147.8	Acres	Various	2,753	58.5	2.28	133
Light Industrial	0	Thousand Square Feet	NA	0	2,250	8.46 (6.97 trips/TSF plus passenger car equivalent factor for trucks)	19,035
TOTAL TRIPS				**102,640**			**87,406**

[1] Includes 25% pass-by reduction.

The project has significant and unavoidable cumulative traffic impacts at one intersection and several roadway segments at build-out of the Base Case. Although trip distribution might vary with this alternative, for comparative purposes, a direct 17.4 percent reduction in traffic was applied to the roadway segments and intersection that fail in the cumulative condition with mitigation for the project. The table below shows the roadways and intersection in question, their project and cumulative traffic, compared to a 17.4 percent reduction in the project traffic. The table indicates that the LOS on the segment of Ramona Expressway between Bernasconi Road and Reservoir Avenue would improve to LOS D as a result of the 17.4 percent reduction with Alternative 5 traffic. Thus, the significant impact to this roadway segment would be reduced to less than significant. Temporary unavoidable adverse impacts associated with the unknown timing of off-site improvements would be consistent between this Alternative and the project. Overall, traffic impacts are **better** than the project.

	Project					Alternative 5	
Segment/Intersection	**Classification or Traffic Control Status**	**Project ADT or Delay at Build-out**	**Cumulative ADT or Delay at Build-out**	**Total**	**LOS**	**Total** (w/17.4 % reduction in project traffic)	**LOS**
I-215 Ramps and Ramona Expressway	Signal	29.2 seconds	62.3 seconds	91.5	F	86.4 seconds	F
Ramona Expressway from Bernasconi to Reservoir	Expressway	25,500	52,100	77,600	E	73,163	**D**
Sanderson from Ramona Expressway to Gilman	Expressway	4,700	80,700	85,400	F	84,582	F
Nuevo Road							
Evans Rd. to Dunlap Rd.	Arterial	16,300	41,900	58,200	F	55,364	F
Dunlap to Foothill	Urban Arterial	17,100	55,400	72,500	F	69,525	E
Foothill to Antelope	Urban Arterial	18,800	50,500	69,300	E	66,029	E
Antelope to Menifee	Urban Arterial	20,500	62,100	82,600	F	79,033	F

Utilities

Solid Waste

Alternative 5 would increase the amount of solid waste generated compared to the existing condition. The tables below give a simple comparison between project solid waste and Alternative 5 solid waste. Alternative 5 would result in approximately 73 percent of the construction waste as compared to that of the proposed project, which means would be **better** than the proposed project in regards to construction waste; but the Alternative 5 would also and a 131 percent increase in operational waste, which is substantially **worse** than the proposed project. Therefore, because construction impacts are temporary, impacts are considered **worse** than the project.

Construction Waste

Generation Factor[1]	**Project**	**Proposed Project Total (tons)**	**Alternative 5**	**Alternative 5 Total (tons)**
8,113 lbs per dwelling unit	**RESIDENTIAL** 11,350 Dwelling Units	46,041	**RESIDENTIAL** 6,500 Dwelling Units	26,367
3.89 lbs per sq. ft.	**MIXED USE COMMERCIAL** Maximum of 500,000 square feet	972.5	**MIXED USE COMMERCIAL/ LIGHT INDUST.** Maximum of 3,000,000 square feet	5,835
3.89 lbs per sq. ft.	**OTHER MISC. BUILDINGS** (schools, community centers) Estimated 325,000 square feet	632.13	**OTHER MISC. BUILDINGS** (schools, community centers) Estimated 225,000 square feet	437.63

115 lbs. per sq. ft. 36 lbs per sq. ft.	**DEMOLITION** (4 houses 1,010 sq. ft. each and 426,220 sq. ft. chicken ranch)	232.3 tons + 7,672 tons = 7,904.3 tons	**DEMOLITION** (4 houses 1,010 sq. ft. each and 426,220 sq. ft. chicken ranch)	232.3 tons + 7,672 tons = 7,904.3 tons
TOTAL		**55,550**		**40,544**

Operational Waste

Land Use	Generation Factor	Project Residents/ Students/ Square feet	Project Estimated Solid Waste (tons/year)	Alternative 5 Residents/ Students/ Square feet	Alternative 5 Estimated Solid Waste (tons/year)
Residential	1.8 lbs/resident/day[1] or 0.3285 tons/resident /yr	11,350 du x 3 residents/du = 34,050 residents	11,185.4	6,500 du x 3 residents/du = 19,500 residents	6,405.8
Elementary Schools	0.07625 tons/student/yr[2]	3 schools x 1,200 students/school = 3,600 students[3]	274.5	2 schools x 1,200 students/school = 2,400 students[3]	183
Commercial/ Industrial	.0108 tons/sf/yr[4]	500,000 square feet	5,400.0	3,000,000 square feet	32,400
TOTAL			16,859.9		38,988.8

[1] Actual rates for the year 2000 for Unincorporated Riverside County (www.ciwmb.ca.gov/Profiles/Juris/). 2000 lbs = 1 ton, 365 days per year

[2] The Resort Specific Plan EIR, date Dec. 2005, converted to tons/ten-month (305 days) school year

[3] Based on three schools proposed on Conceptual Land Use Diagram. If additional schools are needed, waste stream could increase, but may be offset by some loss of residential units.

[4] Commercial generation rates are based on estimated solid waste generation rates for commercial establishments from (www.ciwmb.ca.gov/wastechar/wastegenrates/commercial.htm and www.ciwmb.ca.gov/wastechar/wastegenrates/industrial.htm)

Water and Sewer

Alternative 5 will create a need for water and sewer services. As shown in **Table 5.15-H, Projected Potable & Non-Potable Water Demand**, the project demand for potable water is projected to be 4,530,601 gallons per day for residential and non-residential uses. Using the same generation rates and including light industrial and office at the commercial water demand rate (as per EMWD standards), potable water demand for Alternative 5 would equal 3,339,881 gallons per day. There would also be an increased demand on non-potable water for agricultural uses compared to the project, but this represents no change from the current demand in the area for those properties being left in agriculture by Alternative 5. Therefore, water demand would be **less** for Alternative 5 than for the project.

Likewise, sewer demand would be reduced with fewer residential units, as industrial development usually generates **less** wastewater than residential. Therefore, Alternative 5 is better than the project with respect to water and sewer services.

Natural Gas and Electricity

Alternative 5 will create a need for natural gas and electricity services. Since Alternative 5 would require the construction of new services including a substation, this impact would be **similar** to that of the proposed project.

Summary of Alternative 5

With respect to Alternative 5 Light Industrial/Reduced Density, the project Objectives related to conservation and residential community are generally met. It is not within the Objectives of the project to provide a large Office/Industrial complex, however. Although it reduces impacts in several areas, Alternative 5 is not feasible from a development perspective because, while there is long-term demand for light industrial uses, the market requires a freeway location. THE VILLAGES OF LAKEVIEW site is located seven miles east of I-215 and twelve miles south of SR 60. In addition, the Lakeview-Nuevo area is rural and is not suited to support a significant amount of light industrial space; the local streets are not designed to carry trucks which would impact the rural community more heavily under this alternative.

Demand for light industrial uses is being met now and into the foreseeable future along these existing freeways. March Air Reserve Base is the hub of the burgeoning employment center for the region, which includes 50 million square feet of employment uses planned immediately south along I-215 in Perris and east along SR 60 in Moreno Valley. Additional square footage for light industrial uses is also planned further east along the I-10 in Banning/Beaumont area. This available and planned space along the existing freeways will take time to be absorbed by the market, further delaying any demand for such light industrial uses identified in Alternative 5. If light industrial demand were to be relevant to THE VILLAGES OF LAKEVIEW site, three things would be required. First, Ramona Expressway would need to become a freeway. Second, SR 79 in San Jacinto would need to be a freeway to connect the Ramona Expressway to I-10. Third, all the current vacant and planned space would have to have been absorbed by market demand. All three actions will take decades to implement, if implemented at all. The development of retail space is dependant on residential development, and development of these uses would not build-out until development of all of the residential uses were complete. Therefore, even a residential project of 6,500 units would have difficulty economically land banking 346 acres for up to 20 years while waiting for residential build-out and a suitable location for industrial uses to be created when/if Mid County Parkway is completed.

With respect to the significant unavoidable impacts of THE VILLAGES OF LAKEVIEW project, Alternative 5 would avoid or reduce to less than significant only one unavoidable significant impact of the project: the LOS of Ramona Expressway between Bernasconi Road and Reservoir Avenue would be improved to LOS D, less than significant, but other significant impacts still remain with Alternative 5 traffic in the cumulative with project condition at build-out. This is also an impact that is due to the timing of improvements, which are feasible to build. Some impacts are reduced with this Alternative though not to levels less than significant such as: less agricultural land would be impacted, no change to views of the Lakeview Mountains at the eastern end of the project site, lower air quality emissions and fewer sensitive receptors located along Ramona Expressway, retention of the setting for sensitive cultural resources at the eastern end of the site, reduced population and greater land use designation consistency with the General Plan, reduced noise impacts, reduced traffic, reduced construction-related solid waste, and less water and sewer

demand. However, significant adverse impacts would still remain with implementation of Alternative 5.

Some additional or increased adverse impacts would result that the project mitigates or avoids including: potentially impacted westbound views of the Bernasconi Hills from the Ramona Expressway due to taller industrial buildings, biological and water quality impacts due to continued runoff from agricultural operations, a higher likelihood of the storage and transport of hazardous materials due to light industry and continued use of agricultural pesticides, no new library on site, no regional park facilities for the Lakeview/Nuevo area, potential lack of funding at levels necessary to complete needed regional transportation facilities, and significantly greater operational solid waste.

Alternative 6 – Low Carbon Alternative

Description of Alternative 6

Alternative 6 primarily addresses impacts associated with GHG emissions by incorporating additional GHG mitigation measures and project design guidelines suggested by the California Attorney General. This Alternative would not substantively change the design of the proposed project but would incorporate the following additional features:

- The project will install vegetated roof that covers at least 50% of roof area on commercial buildings.
- The project will provide an electric lawn-mower to the first homeowner of each residence.
- The project will include an electric vehicle charging station at the public community center and/or commercial center.

Evaluation of Alternative 6

Aesthetics

The Low Carbon Alternative (Alternative 6) would implement the same design and standards as the Project. The impact would be **similar to** the proposed project.

Agricultural Resources

Development of the Low Carbon Alternative would result in the elimination of the availability of the project site for agricultural use similar to the proposed project. This alternative includes a 500-foot setback from the San Jacinto Wildlife Area as does the project. This would contribute to the cumulative loss of agricultural land within the vicinity of the project site and result in unavoidable adverse project-specific and cumulative impacts upon agriculture. This impact would be **similar** to the proposed project.

Air Quality

Alternative 6 is designed specifically to reflect a "low carbon" option and to incorporate additional GHG emissions reduction strategies that were not included in the proposed project. Space for vehicle charging station(s) or car share program has been added to the Project as mitigation measure **MM Air 14**. However, because of the offset of the electricity needed to power electric

mowers and vehicles and the energy needed to deliver water to vegetated roofs, even though these mitigation measures are suggested by the Commenter, GHG emissions and criteria and toxic pollutants may be offset by other emissions as qualification of these emissions is not precise. However, it is assumed that overall, this alternative may result in fewer GHG emissions and the impact to cumulative climate change impacts would be **less** than the proposed project. Short-term impacts associated with construction emissions would be **similar** to the proposed project.

Biological Resources

Alternative 6 designates the same acreage as the project for conservation purposes. Alternative 6 would result in indirect impacts to biological resources similar to those of the proposed project, as described in Section 5.4, which include such things as domestic cats, increased human contact, lighting, etc. These indirect impacts would be mitigated to less than significant levels similarly as the proposed project and therefore, overall, impacts to biological resources would be **similar** to the proposed project.

Cultural Resources

Alternative 6 would follow the same development footprint as the proposed project. Any discoveries would be mitigated similarly as the proposed project and therefore, overall, impacts to cultural resources would be **similar** to the proposed project.

Geology and Soils

Development of Alternative 6 will result in the construction of structures in the same geologic setting as the project. Potential impacts which have been mitigated to less than significant levels include rockfall hazards and organic-rich soils which can cause settling and/or methane production. Alternative 6 would not avoid these potential impacts and this impact would be the **same** as that of the proposed project.

Hazards and Hazardous Materials

Development of Alternative 6 would raise similar hazards and hazardous materials issues as the proposed project. This impact would be **the same as** that of the proposed project.

Hydrology/Water Quality

Development of Alternative 6 would provide similar storm drainage and water quality facilities as those included with the project. This impact would be **the same as** that of the proposed project.

Land Use/Planning

Development of Alternative 6, as with the project, would not be consistent with the existing General Plan's land use designations, and would not be consistent with the current zoning on the project site because it assumes development in some areas currently with land use designations and zoning for agriculture or other rural uses. Potential land use compatibility issues would be similar to those for the proposed project. This impact would be **similar** to that of the proposed project.

Noise

Construction of Alternative 6 would result in short-term noise impacts from construction sources similar to the project. However, given the relatively quiet existing noise environment, any project of this size would increase ambient noise levels above a 5dbA increase. Cumulative impacts would still remain. Therefore, this alternative's noise impacts would be **similar** to that of the proposed project.

Population/Housing

Alternative 6 would, as would the project, introduce additional housing and therefore would lead to an increase in population within the project area. This alternative would provide a similar variety in pricing and the ability to meet affordable housing needs as the proposed project. Therefore, this alternative's population and housing impacts would be **similar** to that of the proposed project.

Public Services

Fire and Sheriff Services

Alternative 6 would result in approximately the same additional demand for sheriff and fire department services as the project because the number of residents proposed would be the same. The payment of Riverside County-established development impact fees for sheriff and fire department facilities would occur and compliance with mitigation measures and conditions of approval would be the same as the project. This impact would be the **same** as that of the proposed project.

Libraries

Alternative 6 would result in an increased demand for library services, similar to the proposed project. The library facilities proposed as a part of THE VILLAGES OF LAKEVIEW would still be constructed. This impact would be the **same** as that of the proposed project.

Schools

The development of Alternative 6 would result in an increased demand for schools; however, the demand would be the same as the project demand. Payment of school fees and/or development of schools would reduce these potential impacts to below the level of significance. This impact would be the **same** as that of the proposed project.

Recreation

Development of Alternative 6 will include the dedication and construction of local of parks commensurate with the number of units built. The impact would be similar to that of the proposed project.

Transportation/Traffic

Although this alternative would create additional incentives for public transportation use and additional amenities for alternative transportation, the Low Carbon alternative has not been subject

to additional traffic analysis. It is assumed that the traffic generated would be similar to that generated by the proposed project. This impact would be **similar** to that of the proposed project.

Utilities

The Low Carbon Alternative includes measures that reduce GHG emissions resulting from construction vehicle idling and cool paving, but there are no reductions in solid waste generation, water use, and natural gas and electricity consumption. Furthermore, if the project were altered to encourage more intensive use of electric-powered lawn care machines and vehicles, and use of more water which could require more imported sources which require pumping, the project's electricity usage would actually *increase* under a Low Carbon Alternative. Although some GHG mitigation measures would appear to lower the project's needs for solid waste, water and sewer and natural gas and electricity usage, these impacts have been viewed as roughly **similar** to utilities impacts under the proposed project.

Solid Waste

Alternative 6 would increase the amount of solid waste generated on the project site, but the same as that of the proposed project. This impact would be **similar** than that of the proposed project.

Water and Sewer

Alternative 6 will create a need for water and sewer services. The increase in sewer use would be **similar** to that of the proposed project. Water use would increase in quantities greater than the project because of the inclusion of planted rooftops which would require irrigation. Therefore, water use would increase which would either increase the need for imported water and/or the need for recycled water which would be **worse** than the proposed project.

Natural Gas and Electricity
The development of Alternative 6 will create a need for natural gas and electricity services beyond current levels at roughly the same amount as the proposed project. Furthermore, if the project were altered to encourage more intensive use of electric-powered lawn care machines and vehicles, and use of more water which could require more imported sources which require pumping, the project's electricity usage would actually *increase* under a low-carbon alternative. This impact would be **similar or worse than** that of the proposed project.

Summary of Alternative 6

Because it does not substantially change the proposed project, Alternative 6 would substantially meet all of the project Objectives. With respect to the significant unavoidable impacts of THE VILLAGES OF LAKEVIEW project, Alternative 6 would lessen, but not change the significance of, one unavoidable significant impact of the project: cumulative impacts to climate change. Furthermore, while the additional GHG reduction measures incorporated into Alternative 6 reduce the GHG emissions associated with construction and operational activities, the reduction measures themselves may result in similar amounts of GHG emissions (e.g., energy use association with lawn mowers, car-charging stations and water delivery).

As with the proposed project, many third party agencies must adopt and fully implement the ARB Scoping Plan to achieve GHG reductions applicable to numerous other economic sectors. The ARB

Scoping Plan has tasked new residential and commercial development with achieving only about 3% of the total targeted 169 $MMTCO_2E$ reduction for GHG emissions by 2020. Alternative 6 implements numerous mitigation measures and project design features that reduce its emissions by more than 28.3% below BAU. Many of the actions required of others pursuant to AB 32 are currently underway or have been completed. As such, AB 32 is on track to in fact be fully implemented, and therefore effective in reaching the statewide reduction targets of meeting 1990 emissions levels by 2020. Development of renewable sources for electricity in accordance with California's Renewables Portfolio Standard, the Low Carbon Fuel Standard and improved vehicle emissions standards under the Pavley standards will all significantly reduce THE VILLAGES OF LAKEVIEW GHG emissions, but these measures cannot be implemented independently by the Project. Adoption and implementation of these and other AB 32 Scoping Plan components is within the responsibility and control of other public agencies, and these requirements can and should be adopted and implemented by these other agencies.

Because the regulations implementing the Scoping Plan have not yet been adopted and the federal fuel efficiency waiver for light duty cars and trucks was just granted but has not yet been implemented, reliance on ARB's Scoping Plan as a section 15064(h) regulatory plan that parses out differential compliance obligations under AB 32 between various economic sectors based on the economic and technical feasibility factors and other applicable greenhouse gas reduction allocation standards set forth in AB 32 requires action by other agencies. As a result, so long as any additional GHG emissions are produced by a project, it is necessary for the County to conclude that the project's GHG emissions are cumulatively considerable and therefore significant, based on the need for third party agency regulatory action.

The matrix approach to comparing the above-described alternatives is used for ease of directly comparing the proposed project's significant effects with those of the alternatives, per State CEQA Guidelines Section 15126.6 (d). **Table 8-B** identifies the areas of potential environmental issues per CEQA and ranks each alternative as ***better***, ***same***, or ***worse*** in comparison to the *significance determinations* that the proposed project would have with respect to each issue area.

Table 8-B
Comparison of Alternatives Matrix

Environmental Issue	Proposed Project TVOL Planned Community	Alternative 1 No Project/No Development	Alternative 2 No Project/Existing Plans	Alternative 3 No Development North of Ramona	Alternative 4 Reduced Density Alternative	Alternative 5 Light Industrial/Reduced Density	Alternative 6 Low Carbon
Aesthetics	Significant due to potential to block eastbound views from Ramona Expressway to the Lakeview Mountains. Also cumulatively significant.	**Better** – No Change from existing	**Worse –** the mountains themselves would be degraded and views from all locations would be affected	**Same**	**Worse –** the mountains themselves would be degraded	**Same –** re: Lakeview Mountains **Worse-** Taller Buildings north of Ramona Expressway **Same –** re: cumulative loss of open land to urban use	**Same**
Agricultural Resources	Significant and unavoidable loss of designated farmland	**Better** – No loss of existing agricultural uses or designated farmland	**Better**	**Better**	**Same –** Approximately the same Designated Farmland lost. **Worse –** No community garden provided.	**Better-**133.5 more acres of Designated Farmland preserved	**Same –** Approximately the same Designated Farmland lost.
Air Quality	Significant and unavoidable project impacts. Cumulative impacts because it contributes to the current exceeding air quality standards in SCAB and GHG. And contributes to an already existing problem related to	**Better** – No additional vehicles or trucks contributing to air emissions. No additional use of energy. No change to GHG emissions.	**Better** – Short-term. Less amount of development creating a reduction of project-generated construction, thereby reducing air emissions. **Worse –** Long-term. Lower density lots, causing more	**Same –** Short-term **Same –** Long-term	**Better** – Short-term. Less amount of development creating a reduction of project-generated construction, thereby reducing air emissions. **Worse –** Lower density lots,	**Same –** Short-term **Better –** Long-term, because of reduced traffic from mix of land uses. **Worse** – Fewer sensitive receptors exposed to TACs, but substantial increase in diesel trucks serving the site	**Same –** Short-term **Better –** Long-term, because of GHG reduction strategies.

	diesel particulate matter.		driving and therefore impacts to local roadways and increase in air emissions.		causing more driving and therefore impacts to local roadways and increase in air emissions.	.	
Biological Resources	Less than significant direct project impacts of natural habitat/open area. Project does not conflict with the MSHCP. Significant Indirect impacts such as domestic animals, and influx of people into vicinity.	**Better** – No loss of land to development and all open space is retained. **Worse** – Some areas of high sensitivity are impacted by agriculture currently, and protections would not be given by this alternative.	**Worse** – No conservation of land of high sensitivity.	**Worse** – No conservation of land of high sensitivity located north of Ramona.	**Worse –** Residential development in the Lakeview Mountains and no conservation of sensitive species in the floodplain.	**Same –** No change in conservation from the proposed project, and indirect impacts due to additional people and businesses mitigated as with the proposed project.	**Same–** No change in conservation from the proposed project, and indirect impacts due to additional people and businesses mitigated as with the proposed project.
Cultural Resources	Significant direct and indirect impacts with mitigation measures incorporated.	**Better** – No loss of land to development and cultural resources will be retained.	**Worse** – There would be less development, but no conservation of land of high sensitivity.	**Same –** Archaeological/ cultural south of Ramona Expressway **Worse -** Archaeological/ cultural north of Ramona Expressway **Better –** Paleontological	**Worse**	**Same**	**Same**
Geology and Soils	Less than Significant	**Same**	**Same**	**Same**	**Same**	**Same**	**Same**
Hazards	Less than significant	**Worse** – This	**Worse –** This	**Worse –** This	**Same –** This	**Worse –** This impact	**Same –** This

	impacts. The project does not envision the need for large quantities of hazardous materials, however, future occupants may have cleaning products or other equipment maintenance substances. Less than significant impacts with adherence to standard regulations and policies already in place at local, state, and federal level.	impact would be worse than to the proposed project because hazardous material and organics used/produced by agriculture would continue to be used throughout the site.	impact would be worse than to the proposed project because hazardous material used/produced by agriculture would continue to be used throughout the site in addition to development-related hazardous substances.	impact would be worse than to the proposed project because hazardous material used by agriculture would continue to be used within the area located north of Ramona Expressway.	alternative would have similar issues as with the proposed project. Impacts would still be considered less than significant.	would be worse than to the proposed project because hazardous material used/produced by agriculture would continue and light industrial uses would be introduced to the area.	alternative would have similar issues as with the proposed project. Impacts would still be considered less than significant.
Hydrology and Water Quality	Less than Significant project impacts with incorporated mitigation measures. Project includes a detention basin as part of the project which reduces impacts to water quality and flooding.	**Worse** – The existing potential for contamination of surface waters and the groundwater basin due to agriculture-related runoff from the project site would still exist with Alternative 1.	**Worse** – The existing potential for contamination of surface waters and the groundwater basin due to agriculture-related runoff from the project site would still exist with Alternative 2.	**Worse** – The existing potential for contamination of surface waters and the groundwater basin due to agriculture-related runoff from land located north of Ramona would still exist with Alternative 3.	**Worse –** The delay in MDP activities. **Same -** Potential impacts are similar to the proposed project but can be mitigated to below the level of significance.	**Worse -** The existing potential for contamination of surface waters and the groundwater basin due to agriculture-related runoff from the project site would still exist.	**Same –** This alternative would have similar storm drainage and water quality facilities as those included with the project.
Land Use and Planning	Significant	**Same**	**Better**	**Same** **Worse**	**Worse**	**Better**	**Same**
Noise	Significant impacts related to permanent increases in noise. The project's	**Better** – Without project development, there is no short	**Same** – Reduction in the square footage of the buildings would reduce	**Same** – **Worse –** The concentration of development south	**Same** – Reduction in the square footage of the buildings would	**Better –** Less development of sensitive receptors along Ramona	**Same**

	incremental noise increase will be above 3 dbA in some areas. Significant, unavoidable cumulative impacts. Construction noise impacts are less than significant.	term construction-related noise impacts and no overall increase in traffic noise.	number of vehicles and reduce the amount of noise generated by those vehicles. But given the relatively quiet existing noise environment, even a reduced project would increase ambient noise levels above a 3 dbA increase. Cumulative impacts would still remain.	of Ramona might cause increased traffic impacts to local residential streets within the existing community.	reduce number of vehicles and reduce the amount of noise generated by those vehicles. But given the relatively quiet existing noise environment, even a reduced project would increase ambient noise levels above a 5 dbA increase. Cumulative impacts would still remain.	Expressway. **Same –** Construction impacts similar to project.	
Population and Housing	Significant	**Worse**	**Better**	**Same**	**Better - t**here would be a reduced number of dwelling units proposed. **Worse –** no commercial therefore worse jobs/housing balance.	**Better- t**here would be a reduced number of dwelling units proposed and a better jobs/housing balance. **Worse –** still inconsistent with the General Plan as with the project.	**Same**
Public Services	Less than significant – Fire/Sheriff Libraries Schools	**Better** **Better** **Better**	**Same** **Same** **Same**	**Same** **Same** **Same**	**Same** **Worse** **Same**	**Same** **Worse** **Same**	**Same** **Same** **Same**
Recreation	Less than significant	**Worse**	**Worse**	**Worse**	**Worse**	**Worse –** due to lack of or delayed regional facilities **Same –** with respect to per person fee-based local parks.	**Same –** with respect to per person fee-based local parks.

Transportation/ Traffic	Significant	**Worse** – No increase in project-related traffic, however, fees and key roadway improvements would not be provided to the County for regional infrastructure.	**Worse** – Lower increase in project-related traffic, however, fees and key roadway improvements would not be provided to the County for regional infrastructure.	**Worse –** Lower increase in project-related traffic, however, fees and key roadway improvements would not be provided to the County for regional infrastructure. Some local roads not previously impacted will be affected.	**Worse** – Lower increase in project-related traffic, however, fees and key roadway improvements would not be provided to the County for regional infrastructure.	**Better** – Lower Traffic volumes and one roadway segment improved to less than significant in cumulative condition. **Worse** – Lower fees and key roadway improvements would not be provided to the County for regional infrastructure.	**Same –** Because no additional traffic analyses were performed, it is assumed that the traffic generated would be similar to that generated by the proposed project. **Better –** This alternative would create additional incentives for public transportation use and additional amenities for alternative transportation.
Utilities	Less than Significant project impacts.	**Better** – Will not require installation of sewer/water **Better** – or electrical and gas utility facilities. **Better** - No increase in solid waste stream.	**Worse –** Sewer will still be on septic system. **Better –** Will require installation of fewer water facilities and cause less water demand. **Better** – Will require installation of less electrical and gas utility facilities. **Better** – less increase in solid waste stream.	**Same** – Project would require same installation of sewer/water utilities' facilities. **Same** – Project would require same installation of electric/gas utilities' facilities. **Same** – Project would generate same solid waste stream.	**Better -** Will require installation of less sewer/water facilities **Better -** Will require installation of less electrical and gas utility facilities. **Better** - less increase in solid waste stream.	**Worse –** Alternative would create substantially more operational solid waste. **Better** – Project would demand less potable water and require less sewer treatment capacity. **Same** – Project would require installation of electric/gas utilities' facilities.	**Same** – Project would require same installation and use of sewer utilities' facilities. **Worse** – more intensive use of water would result and irrigation of vegetated roofs is not sustainable in this arid climate. **Same** – Project would create a

							need for natural gas services roughly the same amount as the proposed project. **Worse** – more intensive use of electricity would result. **Same** – Project would generate same solid waste stream.
Environmentally Superior to Proposed Project?	**N/A**	**Yes**	**No**	**No**	**No**	**Yes**	**No**
Meets Project Objectives?	**Yes**	**No**	**No**	**Yes**	**No**	**No**	**Yes**
Economically Feasible	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**No**	**Yes**

Environmentally Superior Alternative

The State CEQA Guidelines, Section 15126.6(e)(2), requires the identification of the environmentally superior alternative. Of the alternatives evaluated above, the **Alternative 1 – No Project/No Development Alternative** (Alternative 1) is recognized as the environmentally superior alternative with respect to minimal impacts compared to the proposed project. However, Alternative 1 does not meet the project Objectives or County General Plan designations, and continues some potentially significant impacts such as water quality due to agricultural runoff and lack of provision of regional housing to meet population projections assumed for the area. The State CEQA Guidelines also require the identification of another environmentally superior alternative if the "No Project" is the environmentally superior alternative.

With respect to **Alternative 2 – No Project/Existing Plans and Entitlements** (Alternative 2), the majority of the project Objectives are not attained including, but not limited to: the consolidation of over 900 acres of conservation/open space consistent with the MSHCP would not be achieved by this alternative which allows for development in the Lakeview Mountains and agriculture where sensitive plant species are found; the density of Alternative 2 uses is so low that vehicular transportation to commercial and employment opportunities is the only option (no mixed-use area, not a walkable community); and overall development provided in the Specific Plan such as Green Design, and general landscape and design guidelines would not be included in this Alternative.

Alternative 2 is feasible from the standpoint that the area, without the provision of a specific plan or other unifying entitlement mechanism, would likely build out under its present General Plan designations or existing lots would be sold and custom homes built.

Alternative 2 would avoid or reduce to less than significant some of the unavoidable significant impacts of the project including: air quality impacts and cumulative greenhouse gas (GHG) emissions because the build out of units would likely occur over a similar timeframe as the project but with about one-tenth the units, and land use and population because no change from current designations and regional projections would result, and traffic impacts to area roadways.

However, some additional significant impacts would result that the project mitigates or avoids, including: some sensitive species that are impacted by agricultural operations, biological resources which development within the Lakeview Mountains would impact, existing pesticide/chemical use and water quality degradation associated with agriculture would not be remedied, although some new parks might be required over time as this area builds out, regional recreational facilities provided by the project would be lost under this Alternative as no one property owner could afford to set aside nearly 100 acres of Greenbelt park, and no fees and funding would be provided to upgrade regional transportation infrastructure.

Therefore, because although some significant unavoidable impacts of the project are avoided or reduced to less than significant at the expense of other potential impacts becoming/remaining significant and unavoidable without the project, and none of the project Objectives are met, Alternative 2 is not clearly an environmentally superior alternative.

With respect to the significant impacts of THE VILLAGES OF LAKEVIEW project, **Alternative 3 – No Development North of Ramona Expressway** (Alternative 3) would not be environmentally superior to the project because it would not avoid or reduce to less than significant any significant impact of the project. Even though less agriculturally Designated Farmland would be impacted, significant adverse impacts to agriculture would still remain with implementation of this Alternative.

With respect to Alternative 3, the majority of the project Objectives are attained, except some conservation of sensitive species located north of Ramona Expressway would not occur.

Alternative 3 is feasible from to the same extent that the project is feasible in that the amount of development (i.e., number of dwelling units and square footage of non-residential development) is the same; however, because this alternative would be developed on a smaller footprint (i.e., only those areas south of Ramona), the housing may be smaller or built at a greater density than the project.

However, some additional significant impacts would result that the project mitigates or avoids because some sensitive species that exist north of Ramona Expressway would not be conserved and would continue to be impacted by agricultural operations. In addition, regional recreational facilities provided by the project would not be constructed or would be delayed under Alternative 3.

Therefore, although some significant impacts of the project are reduced, no significant environmental impact is avoided or reduced to less than significant. In addition, other potential impacts become/remain significant and unavoidable without the project; Alternative 3 is clearly not an environmentally-superior alternative.

With respect to **Alternative 4 – Reduced Density**, the significant unavoidable impacts of THE VILLAGES OF LAKEVIEW project which would be reduced by the implementation of this alternative include: air quality due to fewer units, but not so few as to reduce air quality to less than significant levels; traffic and noise impacts would be reduced, but not to less than significant levels. Greenhouse gas emissions associated with Alternative 4 might be reduced due to fewer trips, but may be increased due to greater VMT and energy use than the proposed project.

Some project Objectives are not attained including, but not limited to: the consolidation of over 900 acres of conservation/open space consistent with the MSHCP; the reduction in automobile use, because vehicular transportation to/from commercial and employment opportunities due to the density of Alternative 4 uses (no mixed-use area, not a walk-able community)is required; and overall development provided in the Specific Plan such as Green Design, drought tolerant landscaping, and general landscape and design guidelines would not be included in this Alternative.

Alternative 4 is feasible from the standpoint that the area, without the provision of a specific plan or other unifying entitlement mechanism, could build out under this historically traditional form of development and existing lots could be sold and custom homes built.

However, some additional significant impacts would result that the project mitigates or avoids:

1. biological and cultural resources which development within the Lakeview Mountains and elsewhere on the site would impact;
2. water quality mitigation applied on a tract-by-tract basis would result in less effective water quality treatment;
3. the number of units proposed in Alternative 4 would still far exceed the County and regional projections for housing needs but this alternative does not meet other General Plan and regional policies for mixed use and higher density housing along transportation corridors;
4. although new parks would be required over time as this area builds out, regional recreational facilities provided by the project would not be constructed under this Alternative as no one property owner could afford to set aside nearly 100 acres of regional Greenbelt; and
5. fewer fees and funding would be provided to upgrade regional transportation infrastructure.

Therefore, although some significant impacts of the project are reduced, no significant environmental impacts are avoided or reduced to less than significant. In addition, because this alternative would result in significant impacts that are mitigated by the project, Alternative 4 is not considered environmentally superior as compared to the project.

With respect to **Alternative 5 – Light Industrial/Reduced Density** (Alternative 5), the project Objectives related to conservation and residential community, are generally met. It is not within the Objectives of the project to provide a large Office/Light Industrial complex, however.

Although Alternative 5 has the potential to reduce several significant environmental impacts of the project, this alternative is not feasible from a land use development perspective because, although there is a demand for industrial uses in Riverside County, the market for those uses will demand a location accessible to a freeway. With access to the industrial area being provided only by Ramona Expressway, this location is not considered feasible from a market and development perspective as described in the analysis, above.

With respect to the significant unavoidable impacts of THE VILLAGES OF LAKEVIEW project, Alternative 5 would avoid or reduce to less than significant only one unavoidable significant impact of the project. The LOS of Ramona Expressway between Bernasconi Road and Reservoir Avenue would be improved to LOS D which is less than significant (assuming Alternative 5 traffic in the cumulative-with-project condition at build-out). This segment of roadway is feasible to build to meet demand, but timing of it's construction is the temporary issue.

Some impacts are reduced with this Alternative though not to levels less than significant such as:

- less agricultural land would be impacted;
- views of the Lakeview Mountains at the eastern end of the project site would remain unchanged from the existing condition;

- lower air quality emissions would result and fewer sensitive receptors would be located along Ramona Expressway, however increase truck generated by the project would likely offset this issue;
- the setting for sensitive cultural resources at the eastern end of the site would be retained, however indirect impacts would be the same as the project;
- due to reduced population and greater land use designation consistency with the General Plan, population/housing impacts would be less;
- noise impacts would be reduced due to fewer people and less residential development along Ramona Expressway;
- traffic impacts would be reduced;
- less construction-related solid waste would be generated; and
- less water and sewer demand would result due to fewer units.

However, significant adverse impacts would still remain with implementation of Alternative 5.

Some additional or increased adverse impacts would result that the project mitigates or avoids including:

- westbound views of the Bernasconi Hills from the Ramona Expressway due to taller industrial buildings would be potentially impacted;
- the significant increase in trucks using the project site could lead to diesel emissions impacts related truck use of other roadways besides Ramona Expressway;
- biological and water quality impacts due to continued runoff from agricultural operations would result;
- a higher likelihood of the storage and transport of hazardous materials due to light industry and continued use of agricultural pesticides would result in greater potential hazardous materials impacts;
- no new library or regional Greenbelt for the Lakeview/Nuevo area would be built in a timely fashion;
- funding at levels necessary to complete needed regional transportation facilities would not be as likely to be available; and
- significantly greater operational solid waste would be generated due to non-residential uses.

Therefore, because Alternative 5 would reduce traffic impacts on one segment of Ramona Expressway between Bernasconi Road and Reservoir Avenue to less than significant and would lessen several other potential significant impacts, it could be
considered environmentally superior. However, it also creates or worsens the types of impacts listed above and is infeasible within the life span of the project from a locational/market demand perspective, as described in the Summary of Alternative 5 on page 8.0-57, above. In addition, it does not implement project Objectives which do not include light industrial uses. Thus, because this alternative would not meet project Objectives, result in additional significant impacts that are

mitigated by the project, such as diesel truck impacts to the existing rural community, and be infeasible to be built- out during the life span of Alternative 5, it would not result in a feasible environmentally superior alternative. Therefore, the proposed THE VILLAGES OF LAKEVIEW project is considered the environmentally superior feasible alternative.

With respect to **Alternative 6 – Low Carbon Alternative** (Alternative 6) the project objectives are generally met. The only significant and unavoidable impact that would be reduced by this alternative is Air Quality, for cumulative impacts to climate change but the change would not reduce the impacts to less than significant.

However, the Low Carbon Alternative still results in emissions of GHG. Even with numerous GHG emissions reductions measures for construction and operational activities, which reduce the GHG emissions below BAU, the measures themselves result in some GHG emissions. For example, the use of electric lawn mowers and car-charging stations will have emissions related to increased use of energy. Additionally, the increased use of water which would result from the irrigation of vegetated roofs would not be sustainable in this arid climate and would require increased energy use for pumping.

Moreover, as with the proposed project, many third party agencies – including but not limited to ARB, EPA, regional transportation planning authorities, local agencies, and local air districts – must adopt and fully implement the ARB Scoping Plan to achieve GHG reductions applicable to numerous other sectors that have proportionally emit significantly more GHG emissions. The County lacks authority to compel these third party agencies to adopt or implement these Scoping Plan components. Accordingly, so long as any additional GHG emissions are produced by a project, it is necessary for the County to conclude that the project's GHG emissions are cumulatively considerable and therefore significant, based on the need for third party agency regulatory action.

Alternative 6 retains all of the significant and unavoidable impacts of the proposed project that are identified in Table 8-B. Moreover, although Alternative 6 imposes additional mitigation measures and reduces the GHG emissions of the project, it does not reduce them to a level of insignificance. Alternative 6 has the same significant and unavoidable effects as the proposed project and is not an environmentally superior alternative. Alternative 6 only reduces one of the proposed project's significant and unavoidable impacts, while Alternative 5 would reduce some of the proposed project's impacts from significant to less than significant, so Alternative 5 remains the environmentally superior alternative.

NOTE: Items referenced on CDs #1 - #4, herein, are available on CDs but the CDs are no longer numbered in this fashion for purposes of the FEIR.

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9.2 LOCATION WHERE REFERENCES CAN BE FOUND

Location	Address
County of Riverside, Planning Department (9th Floor) and Habitat Conservation Agency (12th Floor), Clerk of the Board (1st floor)	4080 Lemon Street, Riverside, CA 92506
Riverside County Flood Control and Water Conservation District	1995 Market Street, Riverside, CA 92501
Riverside County Regional Parks & Open Space District	4600 Crestmore Road, Riverside, CA 92509
Eastern Municipal Water District (EMWD)	2270 Trumble Road, Perris, CA 92570
CHRIS Eastern Information Center	University of California, Riverside
Southern California Association of Governments	818 West Seventh Street 12th Floor, Los Angeles, CA 90017-3435

9.3 PERSONS AND AGENCIES CONTACTED

Michelle Tracey at the Riverside County Agricultural Commissioners Office. Personal communication October 02, 2006 at 11:30 a.m.
Chuck Hale at Southern California Agricultural Land Foundation. Personal communication October 31, 2006 at 10:45 a.m.
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9.4 DOCUMENT PREPARATION STAFF

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ORDINANCE NO. 859
(AS AMENDED THROUGH 859.2)
AN ORDINANCE OF THE COUNTY OF RIVERSIDE
AMENDING ORDINANCE NO. 859 THE WATER EFFICIENT
LANDSCAPE REQUIREMENTS

The Board of Supervisors of the County of Riverside ordains as follows:

Section 1. Ordinance No. 859 is hereby amended in its entirety to read as follows:

Section 1. **SHORT TITLE**. This Ordinance shall be known as the Water Efficient Landscape Requirements Ordinance.

Section 2. **INTENT**. It is the intent of the Board of Supervisors in adopting this Ordinance to:

A. Establish provisions for water management practices and water waste prevention;
B. Establish a structure for planning, designing, installing, maintaining, and managing water efficient landscapes in new and rehabilitated projects;
C. To reduce the water demands from landscapes without a decline in landscape quality or quantity;
D. To retain flexibility and encourage creativity through appropriate design;
E. To assure the attainment of water efficient landscape goals by requiring that landscapes not exceed a maximum water demand of seventy percent (70%) of its reference evapotranspiration (ETo) or any lower percentage as may be required by state legislation, whichever is stricter;
F. To eliminate water waste from overspray and/or runoff;
G. To achieve water conservation by raising the public awareness of the need to conserve water through education and motivation to embrace an effective water demand management program; and
H. To implement the requirements of the California Water Conservation in Landscaping Act 2006 and the California Code of Regulations Title 23, Division 2, Chapter 2.7.

Section 3. **DEFINITIONS.** The terms used in this Ordinance shall have the meaning set forth below:

a. **"**backfilling" means to refill an excavation, usually with excavated material.
b. **"**backflow prevention device" means a safety device used to prevent pollution or contamination of the water supply due to the reverse flow of water from the irrigation system.
c. **"**check valve" or "anti-drain valve" means a valve located under a sprinkler head or other location in the irrigation system to hold water in the system to prevent drainage from the sprinkler heads when the system is off.
d. **"**established landscape" means the point at which plants in the landscape have developed a significant root growth into the site. Typically, most plants are established after one or two years of growth.
e. **"**estimated annual water use" or "EAWU" means estimated total water use per year as calculated by the formula contained in Section 5.B.12.n.

f. “hydrozone” means a portion of the landscaped area having plants with similar water needs. A hydrozone may be irrigated or non-irrigated.

g. “invasive species” are non-indigenous species (e.g. plants or animals) that adversely affect the habitats they invade economically, environmentally, or ecologically. Lists of invasive species are included within the Western Riverside County Multiple Species Habitat Conservation Plan and the Coachella Valley Multiple Species Habitat Conservation Plan. Said lists are hereby incorporated by reference.

h. “landscape architect” means a person who holds a license to practice landscape architecture in the State of California.

i. “landscaped area” or “LA” means all of the planting areas, turf areas, and water features in a landscape design plan subject to the Maximum Applied Water Allowance (MAWA) calculation. The landscape area does not include footprints of buildings, or structures, sidewalks, driveways, parking lots, decks, patios, gravel or stone walks, other pervious or impervious hardscapes, and other non-irrigated areas designated for non-development (e.g., open space and existing native vegetation).

j. “local water purveyor” means any entity, including a public agency or private water company that provides retail water service to customers in the unincorporated area of Riverside County.

k. “low volume irrigation” means the application of irrigation water at low pressure through a system of tubing or lateral lines and low volume emitters such as drip, to apply small volumes of water slowly at or near the root zone of plants.

l. “Maximum Applied Water Allowance” or “MAWA” means the upper limit of annual applied water allowed for the established landscaped area.

m. “overhead sprinkler irrigation systems” means systems that deliver water through the air (e.g. pop ups, impulse sprinklers, spray heads and rotors, etc.).

n. “reference evapotranspiration” or “ETo” means a standard measurement of environmental parameters which affect the water use of plants. ETo is given in inches per day, month, or year. Reference evapotranspiration is used as the basis of determining the Maximum Applied Water Allowances so that regional differences in climate can be accommodated. Reference evapotranspiration numbers shall be taken from the most current EvapoTranspiration Zones Map developed by the California Department of Water Resources. For geographic areas not covered by the EvapoTranspiration Zones Map, data from nearby areas shall be used.

o. “rehabilitated landscapes” means any re-landscaping of a project that requires a discretionary permit.

p. “special landscape area” means an area of the landscape dedicated to edible plants, areas irrigated with recycled water, and publicly accessible areas dedicated to active play such as parks, sports fields, golf courses, where turf provides a playing field or where turf is needed for high traffic activities.

q. “temporarily irrigated” means irrigation for the purposes of establishing plants, or irrigation which will not continue after plant establishment. Temporary irrigation is for a period of six months or less.

r. "water-intensive landscaping" means a landscape with a WUCOLS plant factor of 0.7 or greater.

s. "WUCOLS" means the publication entitled "Water Use Classification of Landscape Species" by the University of California Cooperative Extension (1999 or most current version).

Section 4. APPLICABILITY.

A. The water-efficient landscape requirements contained in this Ordinance shall be applicable to all new and rehabilitated landscapes associated with residential uses (including single family and multi-family units/projects) with a total landscape area equal to or greater than 2,500 square feet which require a discretionary permit and/or approval and all new and rehabilitated landscapes associated with commercial or industrial uses which require a discretionary permit and/or approval.

B. In the event Covenants, Conditions and Restrictions are required for any permit subject to this Ordinance, a condition shall be incorporated into any project approval prohibiting the use of water-intensive landscaping and requiring the use of low water use landscaping pursuant to the provisions of this Ordinance in connection with common area/open space landscaping. Additionally, such a condition shall also require the Covenants, Conditions and Restrictions to incorporate provisions concerning landscape irrigation system management and maintenance. This Ordinance shall not be construed as requiring landscaping of common areas or open space that is intended to remain natural. Covenants, Conditions and Restrictions shall not prohibit use of low-water use plants or the replacement of turf with less water intensive plant species.

C. Recognizing the special landscape needs of cemeteries, new and rehabilitated landscapes within a cemetery are subject only to the provisions set forth in Sections 6.A.and 6.B. of this Ordinance.

D. The following uses and/or projects are exempt from the provisions of this Ordinance:

1. Registered local, state or federal historical sites;
2. Ecological restoration projects that do not require a permanent irrigation system and have an establishment period of less than 5 years;
3. Mined land reclamation projects that do not require a permanent irrigation system; and
4. Botanical gardens and arboretums open to the public.

Section 5. LANDSCAPE DOCUMENTATION REQUIREMENTS. An applicant proposing any new or rehabilitated landscape for a project subject to the requirements of Section 4 of this Ordinance shall prepare and submit to the Planning Director documentation including the following: 1. project information; 2. a planting plan; 3. an irrigation design plan; 4. a soil management plan; and 5. a grading design plan. The "Riverside County Guide to California Friendly Landscaping" (Landscaping Guide) as may be periodically amended by the Planning Director is hereby incorporated by reference to assist in designing, constructing and maintaining a water efficient landscape and efficient irrigation system.

It is recommended that an applicant proposing any new or rehabilitated landscape that is designated for recycled water use consult with the appropriate local water purveyor early in the development review process to ensure that future recycled water facilities meet the projected demand and that the aforementioned plans when submitted comply with the applicable standards, approvals and implementation requirements of this Ordinance, the local water purveyor and any applicable maintenance entity.

Water systems for common open space areas shall use non-potable water if approved facilities are made available by the local water purveyor. Provisions for a non-potable water system shall be provided within the irrigation design plan. Water systems designed to utilize non-potable water shall be designed to meet all applicable standards of the applicable Regional Water Quality Control Board and the Riverside County Health Department.

A. **PROJECT INFORMATION**.

1. date;
2. name of applicant and contact information;
3. name of project owner and contact information;
4. project address including parcel and lot numbers;
5. total landscape area in square feet;
6. project type (e.g. new or rehabilitated, and residential, commercial, or industrial);
7. water supply (e.g. potable, well, recycled; use of recycled water is encouraged);
8. applicant's signature and date with statement, "I agree to comply with the requirements of Ordinance No. 859 and submit a complete Landscape Documentation Package."

B. **PLANTING PLAN REQUIREMENTS**.

1. Plant types shall be grouped together in regards to their water, soil, sun and shade requirements and in relationship to the buildings. Plants with different water needs shall be irrigated separately. Plants with the following classifications shall be grouped accordingly: high and moderate, moderate and low, low and very low. Deviation from these groupings shall be not be permitted.
2. Trees for shade shall be provided for residential, commercial and industrial buildings, parking lots and open space areas. These trees can be deciduous or evergreen and are to be incorporated to provide natural cooling opportunities for the purpose of energy and water conservation.
3. Plants shall be placed in a manner considerate of solar orientation to maximize summer shade and winter solar gain.
4. Plant selection for projects in high fire hazard areas shall address fire safety and prevention. A defensible space or zone around a building or structure is required pursuant to Public Resources Code Section 4291 and Ordinance No. 695. Fire-prone plant materials and highly flammable mulches shall be avoided.
5. Invasive species of plants shall be avoided especially near parks, buffers, greenbelts, water bodies, conservation areas/reserves and other open space areas because of their potential to cause harm to environmentally sensitive areas.

6. All exposed surfaces of non-turf areas within the developed landscape area shall be mulched with a minimum three inch (3") layer of material, except in areas with groundcover planted from flats where mulch depth shall be one and one half inches (1 ½").
7. Stabilizing mulching products shall be used on slopes.
8. Turf areas shall be used in response to functional needs and in compliance with the water budget.
9. Decorative water features shall use re-circulating water systems.
10. Where available, recycled water shall be used as the source for irrigation and decorative water features.
11. Planting plans shall identify and site the following:
    a. new and existing trees, shrubs, ground covers, and turf areas within the proposed landscaped area;
    b. a planting legend indicating all plant species by botanical name and common name, spacing, and quantities of each type of plant by container size;
    c. designation of hydrozones;
    d. area, in square feet, devoted to landscaping and a breakdown of the total area by landscape hydrozones;
    e. property lines, streets, and street names;
    f. building locations, driveways, sidewalks, retaining walls, and other hardscape features;
    g. appropriate scale and north arrow;
    h. any special landscape areas;
    i. type of mulch and application depth;
    j. type and surface area of water features;
    k. type and installation details of any applicable stormwater best management practices;
    l. planting specifications and details, including the recommendations from the soils analysis, if applicable;
    m. maximum Applied Water Allowance (MAWA):
        i. Planting plans shall be prepared using the following Water Budget Formula:
        MAWA (in gallons) = (ETo)(0.62)[0.7 x LA+0.3 x SLA]
        where ETo is reference evapotranspiration
        SLA is the amount of special landscape area in square feet LA is total landscape area (including the SLA) in square feet; and
        ii. For the purposes of determining the MAWA, average irrigation efficiency is assumed to be 0.71. Irrigation systems shall be designed, maintained, and managed to meet or exceed an average irrigation efficiency of 0.71.
    n. Estimated Annual Water Use (EAWU):
        i. EAWU for a given hydrozone is calculated as follows:
        EAWU (in gallons) = (ETo)(0.62)[((PF x HA)/IE) + LA]
        where ETo is reference vapotranspiration PF is Plant Factor HA is hydrozone area in square feet IE is

irrigation efficiency (minimum 0.71) SLA is the amount of special landscape area in square feet;

ii. Landscaping plans shall provide EAWU (in the same units as the MAWA) for each valve circuit in the irrigation hydrozone. The sum of all EAWU calculations shall not exceed the MAWA for the project;

iii. The plant factor used shall be from WUCOLS. The plant factor for low water use plants range from 0 to 0.3, for moderate water use plants range from 0.4 to 0.6, and for high water use plants range from 0.7 to 1.0.

iv. The plant factor calculation is based on the proportions of the respective plant water uses and their plant factor, or the factor of the higher water using plant used.

v. The surface area of a water feature shall be included in the high water use hydrozone area of the water budget calculation and temporarily irrigated areas in the low water use hydrozone.

12. Planting plans and Irrigation plans (Section 5.C.) shall be drawn at the same size and scale.
13. The Planting plan shall be prepared by a Landscape Architect licensed by the State of California.

C. **IRRIGATION DESIGN PLAN REQUIREMENTS**.

1. Irrigation systems shall be designed, maintained, and managed to meet or exceed an average irrigation efficiency of 0.71.
2. All irrigation systems shall be designed to prevent runoff, over-spray, lowhead drainage and other similar conditions where water flows off-site on to adjacent property, non-irrigated areas, walk, roadways, or structures. Irrigation systems shall be designed, constructed, managed, and maintained to achieve as high an overall efficiency as possible. The irrigation system shall be designed to ensure that the dynamic pressure at each emission device is within the manufacturer's recommended pressure range for optimal performance.
3. Landscaped areas shall be provided with a smart irrigation controller which automatically adjusts the frequency and/or duration of irrigation events in response to changing weather conditions unless the use of the property would otherwise prohibit use of a timer. The planting areas shall be grouped in relation to moisture control zones based on similarity of water requirements (i.e., turf separate from shrub and groundcover, full sun exposure areas separate from shade areas, top of slope separate from toe of slope). Additional water conservation technology may be require, where necessary, at the discretion of the Planning Director.
4. Water systems for common open space areas shall use non-potable water, if approved facilities are made available by the water

purveyor. Provisions for the conversion to a non-potable water system shall be provided within the landscape plan. Water systems designed to utilize non-potable water shall be designed to meet all applicable standards of the California Regional Water Quality Control Board and the Riverside County Health Department.

5. Separate valves shall be provided for separate water use planting areas, so that plants with similar water needs are irrigated by the same irrigation valve. All installations shall rely on highly efficient state of the art irrigation systems to eliminate runoff and maximize irrigation efficiency as required by the Landscaping Guide.
6. Static water pressure, dynamic or operating pressure and flow reading of the water supply shall be measured. These pressure and flow measurements shall be conducted at the design stage. If the measurements are not available at the design stage, the measurements shall be conducted at the installation.
7. The capacity of the irrigation system shall not exceed:
    a. the capacity required for peak water demand based on water budget calculations;
    b. meter capacity; or
    c. backflow preventer type and device capacity.
8. Sprinkler heads and other emission devices shall have matched precipitation rates, unless otherwise directed by the manufacturer.
9. In mulched planting areas, the use of low volume irrigation is required to maximize water infiltration into the root zone.
10. Slopes greater than 25 percent shall not be irrigated with an irrigation system with a precipitation rate exceeding 0.75 inches per hour. This restriction may be modified if the landscape designer specifies an alternative design or technology, as part of the landscape documentation required to be submitted pursuant to this Ordinance, and if there is a clear demonstration that no runoff or erosion will occur. Prevention of runoff and erosion must be confirmed during the irrigation audit.
11. Long-narrow, or irregularly shaped areas including turf less than eight (8) feet in width in any direction shall be irrigated with subsurface irrigation or low-volume irrigation technology.
12. Overhead irrigation shall not be permitted within 24 inches of any non-permeable surface. There are no restrictions on the irrigation system type if the landscape area is adjacent to permeable surfacing and no overspray and runoff occurs.
13. Overhead irrigation shall be limited to the hours of 8 p.m. to 9 a.m.
14. All irrigation systems shall be equipped with the following:
    a. A smart irrigation controller as defined in Section 5.C.4. of this Ordinance;
    b. A rain sensing device to prevent irrigation during rainy weather;
    c. Anti-drain check valves installed at strategic points to minimize or prevent low-head drainage;
    d. A manual shut-off valve shall be required as close as possible to the point of connection of the water supply, to

minimize water loss in case of an emergency or routine repair;

e. A pressure regulator when the static water pressure is above or below the recommended operating pressure of the irrigation system;
f. Backflow prevention devices; and
g. Riser protection components for all risers in high traffic areas.

15. Dedicated landscape meters shall be required for all projects greater than 2,500 square feet except single-family residences.
16. Irrigation design plans shall identity and site the following:
    a. Hydrozones:
        i. Each hydrozone shall be designated by number, letter or other designation.
        ii. A hydrozone information table shall be prepared for each hydrozone;
    b. The areas irrigated by each valve;
    c. Irrigation point of connection (POC) to the water system;
    d. Static water pressure at POC
    e. Location and size of water meter(s), service laterals, and backflow preventers;
    f. Location, size, and type of all components of the irrigation system, including automatic controllers, main and lateral lines, valves, sprinkler heads and nozzles, pressure regulator, drip and low volume irrigation equipment;
    g. Total flow rate (gallons per minute), and design operating pressure (psi) for each overhead spray and bubbler circuit, and total flow rate (gallons per hour) and psi for each drip and low volume irrigation circuit;
    h. Precipitation rate (inches per hour) for each overhead spray circuit;
    i. Irrigation legend with the manufacturer name, model number, and general description for all specified equipment, separate symbols for all irrigation equipment with different spray patterns, spray radius, and precipitation rate;
    j. Irrigation system details for assembly and installation;
    k. Recommended irrigation schedule for each month, including number of irrigation days per week, number of start times (cycles) per day, minutes of run time per cycle, and estimated amount of applied irrigation water, expressed in gallons per month and gallons per year, for the established landscape; and
    l. Irrigation design plans shall contain the following statement, “I agree to comply with the criteria of Ordinance No. 859 and to apply the criteria for the efficient use of water in the irrigation design plan.”
17. For each valve, two irrigation schedules shall be prepared, one for the initial establishment period of six months and one for the

established landscape, which incorporate the specific water needs of the plants and turf throughout the calendar year.

18. Irrigation design plans and planting plans (Section 5.B.) shall be drawn at the same size and scale.

D. **SOIL MANAGEMENT PLAN REQUIREMENTS**.

1. After mass grading, the project applicant shall:
   a. perform a preliminary site inspection;
   b. determine the appropriate level of soil sampling and sampling method needed to obtain representative soil sample(s);
   c. conduct a soil probe test to determine if the soil in the landscape area has sufficient depth to support the intended plants; and
   d. obtain appropriate soil sample(s).
2. The project applicant shall submit soil sample(s) to a laboratory for analysis and recommendation. The soil analysis may include:
   a. soil texture;
   b. infiltration rate determined by laboratory test or soil texture infiltration rate tables;
   c. pH;
   d. total soluble salts;
   e. sodium; and
   f. recommendations.
3. The project applicant shall prepare documentation describing the following:
   a. soil type;
   b. identification of limiting soil characteristics;
   c. identification of planned soil management actions to remediate limiting soil characteristics; and
   d. submit the soil analysis report and documentation verifying implementation of soil analysis report recommendations to the County pursuant to the requirements of Section 7.C.

E. **GRADING DESIGN PLAN REQUIREMENTS**.

1. The landscape documentation submitted shall also include rough/precise grade elevations prepared for the project by a licensed civil engineer.

Section 6. LANDSCAPE IRRIGATION AND MAINTENANCE. This section shall apply to all projects subject to the provisions of this Ordinance as set forth in Section 4.

A. Two irrigation schedules shall be prepared, one for the initial establishment period of six months and one for the established landscape, which incorporate the specific water needs of the plants and turf throughout the calendar year. The irrigation schedule shall take into account the particular characteristics of the soil; shall be continuously available on site to those responsible for the landscape maintenance; and shall contain specifics as to optimum run time and frequency of watering, and irrigation hours per day. The schedule currently in effect shall be posted at the controller.

B. A regular maintenance schedule and Certificate of Completion shall be submitted to the Planning Director, property owner, and water purveyor. A regular maintenance schedule shall include, but not be limited to, routine inspection, adjustments, and repair of the irrigation system and its components; aerating and dethatching turf areas; replenishing mulch; fertilizing; pruning; weeding in all landscape areas and removing any obstruction to irrigation devices. Repair of all irrigation equipment shall be done with the originally installed components or equivalent.

C. All model homes that are landscaped shall use signs and written information to demonstrate the principles of water efficient landscapes described in this Ordinance.

D. Information shall be provided to owners of new, single family residential homes regarding the design, installation, management, and maintenance of water efficient landscapes.

Section 7. COMPLIANCE/PLAN SUBMITTAL PROCESS. Prior to issuance of a building permit for the project, the project applicant shall:

A. Submit all landscape documents for review and approval by the Planning Director. The planting plan, irrigation design plan, and soils management plan shall be reviewed by an independent licensed landscape architect to ensure that all components of the plans adhere to the requirements of this Ordinance. The licensed landscape architect shall sign the plans verifying that the plans comply with this Ordinance. Any plans submitted without the signature of a licensed landscape architect shall not be accepted for review.

B. Prior to issuance of a certificate of occupancy or final inspection for the project, a regular maintenance schedule and a Certificate of Completion shall be submitted to the Planning Director certifying that the landscaping has been completed in accordance with the approved planting, irrigation design, soil management, and grading design plans for the project. The Certificate of Completion shall be signed by a licensed landscape architect and shall indicate:

1. Date;
2. Project information:
    a. Project name;
    b. Project applicant name, telephone and mailing address;
    c. Project address and location; and
    d. Property owner name and mailing address;
3. Prior to backfilling, evidence that the party responsible for irrigation installation conducted a preliminary field inspection of the irrigation system (evidence of field inspection shall be attached);
4. The landscaping has been installed in conformance with the approved planting and irrigation design plans;
5. Irrigation audit report performed by a certified irrigation auditor after project installation (audit report shall be attached);
6. The smart irrigation controller has been set according to the irrigation schedule;
7. The irrigation system has been adjusted to maximize irrigation efficiency and eliminate overspray and runoff; and

8. A copy of the approved landscape documentation (Section 5), the irrigation schedule (Section 6.A.) and the maintenance schedule (Section 6.B.) has been given to the property owner and local water purveyor.
9. Verification that the maintenance schedule has been provided to the Planning Director.

C. At a minimum, all landscape irrigation audits shall comply with the "Irrigation Association Certified Landscape Irrigation Auditor Training Manual" (2004 or most current) and shall be conducted by a certified landscape irrigation auditor.

D. The Planning Director or his/her designee shall have the right to enter upon the project site at any time before, during and after installation of the landscaping, to conduct inspections for the purpose of enforcing this Ordinance.

Section 2. The provisions of this Ordinance shall not take effect until thirty (30) days after its adoption.

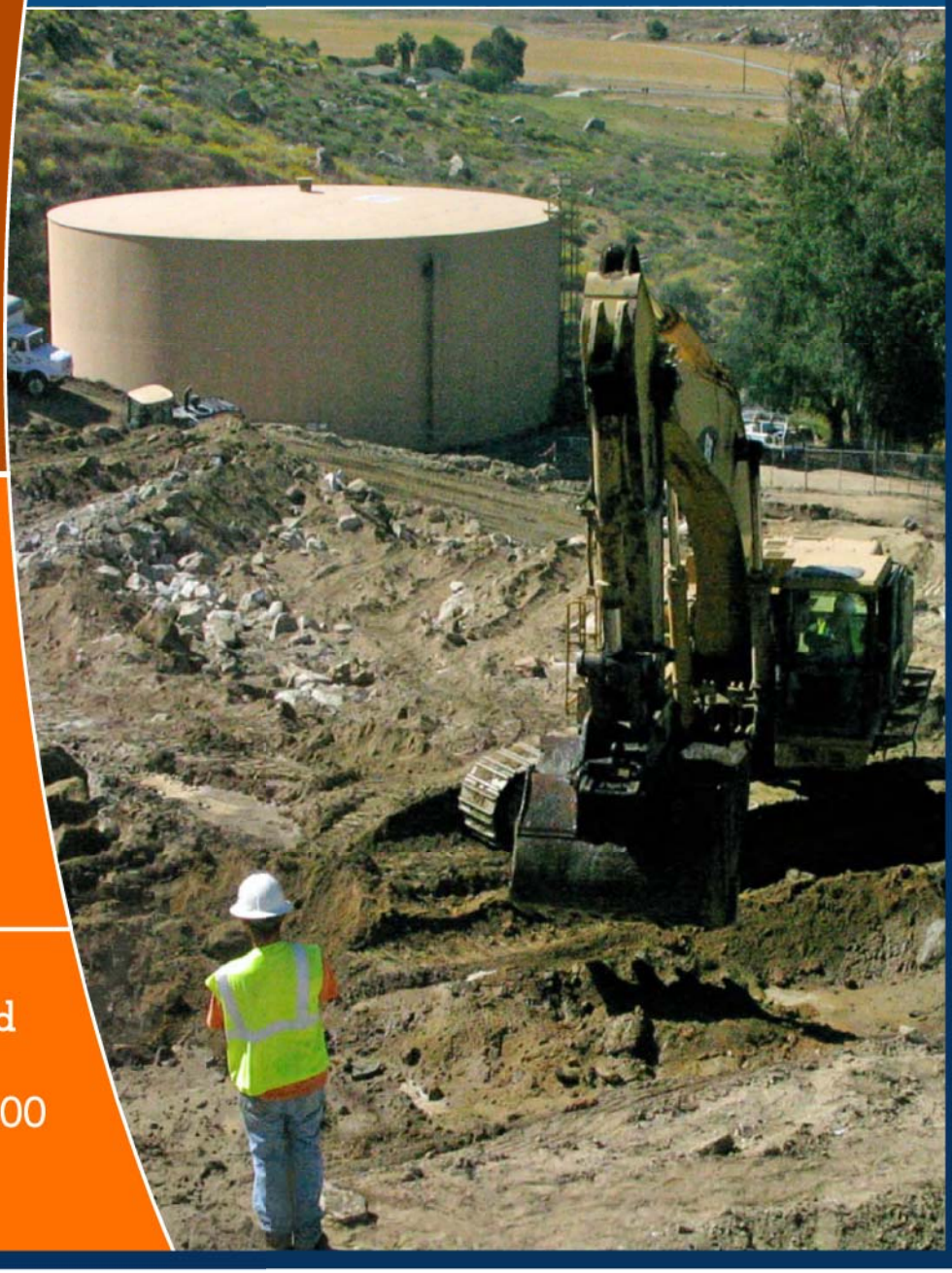
Adopted:
859 Item 16.1 of 12/19/2006 (Eff: 01/18/2007)

Amended:
859.1 Item 15.1 of 03/25/2008 (Eff: 04/25/2008)
859.2 Item 3.62 of 10/20/2009 (Eff: 11/19/2009)

Eastern Municipal Water District

Comprehensive Annual Financial Report
for the Fiscal Year Ended June 30, 2010



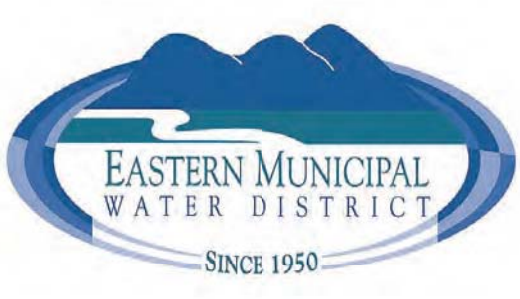


2270 Trumble Road
PO Box 8300
Perris, CA 92572-8300

www.emwd.org

The Eastern Municipal Water District
maximizes its resources in many different ways. The covers and divider tabs for this document illustrate some of the District's recent efforts.

Construction is underway on the four million gallon Gibbel Road recycled water storage tank. In an effort to maximize funding, the District pursues many grant opportunities. A grant for approximately $11 million was received from the U.S. Department of the Interior, Bureau of Reclamation to plan, design, and construct facilities to expand the District's recycled water systems. The Gibbel Road tank, shown on the front and back covers, is one of these new facilities.



EASTERN MUNICIPAL WATER DISTRICT

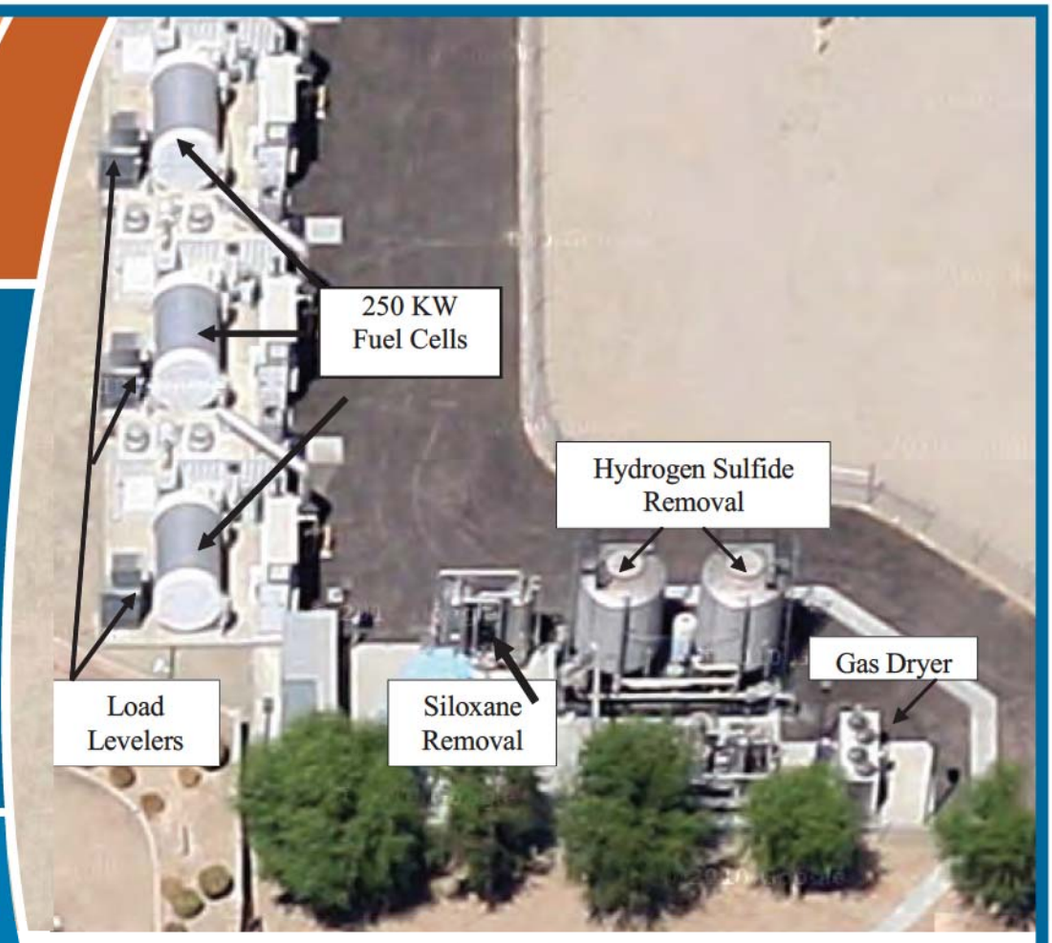
COMPREHENSIVE ANNUAL FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED

JUNE 30, 2010

PREPARED BY THE FINANCE DEPARTMENT

2270 Trumble Road • Box 8300 • Perris, CA 92572-8300 • www.emwd.org



This aerial photo shows the fuel cell facilities at the MVRWRF. The source fuel (methane gas) enters the gas dryer and moisture is removed. Next, hydrogen sulfide and siloxane is removed before the methane enters the fuel cells, where it is converted to electricity. From here, the electricity enters the load levelers, which then directs the power to the treatment plant.

FUEL CELL TECHNOLOGY
MORENO VALLEY REGIONAL WATER RECLAMATION FACILITY (MVRWRF)

THREE 250KW FUEL CELLS REDUCE COSTS & EMISSIONS

At peak hours, digester gas driven fuel cells run 40 percent of the MVRWRF virtually free of charge, and reduce greenhouse gas emissions by 10,600 tons annually - the equivalent of taking 908 cars off the road for one year.

EASTERN MUNICIPAL WATER DISTRICT

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended June 30, 2010

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EASTERN MUNICIPAL WATER DISTRICT

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended June 30, 2010

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Board of Directors

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Ronald W. Sullivan

Vice President
Joseph J. Kuebler, CPA

Treasurer
Joseph J. Kuebler, CPA

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David J. Slawson

Board Secretary
Rosemarie V. Howell

General Manager
Anthony J. Pack

Director of the Metropolitan Water District of So. Calif.
Randy A. Record

Legal Counsel
Redwine & Sherrill

October 22, 2010

Board of Directors
Eastern Municipal Water District

We are pleased to present the Eastern Municipal Water District's (District) Comprehensive Annual Financial Report (CAFR) for the fiscal year ended June 30, 2010. The purpose of this report is to provide the Board of Directors (Board), the public and other interested parties a complete set of annual financial statements.

This report was prepared by the District's Finance Department following guidelines set forth by the Governmental Accounting Standards Board and generally accepted accounting principles (GAAP). Responsibility for both the accuracy of the data presented and the completeness and fairness of the presentation, including all disclosures, rests with the District. We believe the information and data, as presented, is accurate in all material respects and that it is presented in a manner that provides a fair representation of the financial position and results of operations of the District. Included are all disclosures we believe necessary to enhance your understanding of the financial condition of the District. GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement MD&A and should be read in conjunction with it. The District's MD&A can be found immediately following the report of the independent auditors in the financial section of this report.

The District's financial statements have been audited by Mayer Hoffman McCann P.C., a firm of licensed certified public accountants. The goal of the independent audit was to provide reasonable assurance that the financial statements of the District for the fiscal year ended June 30, 2010, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was a reasonable basis for rendering an unqualified opinion that the District's financial statements for the fiscal year ended June 30, 2010, are fairly presented in conformity with GAAP. The independent auditors' report is presented as the first component of the financial section of this report.

Mailing Address: Post Office Box 8300 Perris, CA 92572-8300 *Telephone:* (951) 928-3777 *Fax:* (951) 928-6177
Location: 2270 Trumble Road Perris, CA 92570 *Internet:* www.emwd.org

Profile of the District

Authority, Services and Customers

The District was organized under the Municipal Water District Act of 1911 (the Law) on October 16, 1950 for the primary purpose of importing Colorado River water to its service area to augment local water supplies. Prior to the District's creation, the local water supply was primarily groundwater wells.

In 1962, the District began providing wastewater treatment services to customers within its service area and, as a consequence, has become actively involved in the production of recycled water (i.e., wastewater that has been treated to a level acceptable for non-domestic purposes).

The District's water and wastewater customers include retail customers (e.g., residential, commercial and agricultural) located in both incorporated and unincorporated areas within the District's service area, as well as wholesale customers (e.g., municipalities and local water Districts) located within its service area.

The District is authorized to acquire, control, distribute, store, treat, reclaim, recapture and salvage any water (including sewage) for the beneficial use of the District, its inhabitants or the owners of rights to water in the District.

The Law also authorizes the District to exercise the power of eminent domain; to levy and collect taxes; to fix, revise and collect rates or other charges for the delivery of water, use of facilities, property or provisions for service; and to fix in each fiscal year a water standby or availability charge and a sewage and wastewater service standby or availability charge on land within the boundaries of the District to which water, sewage and wastewater services, respectively, are made available by the District. The District may also issue bonds, borrow money and incur indebtedness.

Governance

The District is a quasi-governmental agency of the State of California. It is not regulated by the Public Utilities Commission, but instead is governed by a Board of five directors who are publicly elected for four-year terms from comparably sized districts based on population.

The District's vision is "to provide essential services to our community at a level that exceeds the performance of any other public or private agency". Its mission is "to provide safe and reliable water and wastewater services to our community in an economical, efficient and responsible manner now, and in the future". The Board has adopted strategic goals to support the District's vision and mission. In its quest for excellence, the District follows the Malcolm Baldrige quality program framework which promotes continuous improvement of business processes to deliver ever-improving value to customers and to overall organizational performance.

The Board has the sole authority to set rates and charges for water and sewer services. Such rates and charges must be reasonable and cannot be put into effect until after a public hearing. The enabling legislation that created the District, in conjunction with various bond covenants, require that rates and charges be sufficient to provide for operation and maintenance costs, general expenses of the District, and debt service payments.

The District is a member of the Metropolitan Water District of Southern California (MWD), which is a cooperative organization of 26 cities and water agencies that are responsible for providing imported water to arid southern California. The District is currently entitled to have one representative on the MWD Board.

Service Area

The District's service area lies within the westerly third of Riverside County, encompassing 346,732 acres (542 square miles). The map below indicates the location of the District's service area in Riverside County. When the District was annexed to the MWD by the District's voters in 1951, its service area consisted of 86 square miles. Growth has resulted from 98 annexations and 8 detachments of service areas ranging in area from 1 to 72,000 acres. The assessed valuation has grown from $72.0 million when formed to over $56.7 billion for this past fiscal year.



Riverside County's population increased to a total of approximately 2.14 million as of January 2010. Of this population, the District serves approximately 699,000 (33%).

Water Supply and Services

The District receives its water supply from two primary sources: local groundwater; and water imported by the District. The sole source of the District's imported water is MWD.

Approximately 18% of the District's water supply comes from local groundwater sources with an additional 6% from desalination. Such sources are heavily dependent upon rainfall and other sources of recharge. The remaining 76% of the District's water supply comes through purchases from MWD, which in turn obtains its water supply from two primary sources: the Colorado River via the Colorado River Aqueduct; and the State Water Project via the Edmund G. Brown California Aqueduct.

Due to a state-wide water shortage caused by record dry conditions in Southern California and court-ordered water pumping cutbacks from Northern California's delta to protect fish, MWD implemented its Water Supply Allocation Plan effective July 1, 2009 which requires mandatory conservation from its member agencies. To meet this requirement, the District implemented Stage 2 of its Water Shortage Contingency plan on June 17, 2009, which requires customers to eliminate all water waste by adhering to efficiency measures and imposes penalties for excessive water run-off. Beginning with April 2009 bills, the District implemented a water budget-based tiered rate structure for water sales to its single and multi-family residential and landscape customers. This new structure was required to provide customers with an adequate amount of water and is designed to reward customers who use water efficiently and discourage those who waste water.

Sewer Services

For the purposes of transmission, treatment and disposal of wastewater, the District is divided into five sewer service areas: Hemet / San Jacinto, Moreno Valley, Sun City, Temecula Valley, and Perris Valley. The Sun City plant has been deactivated as a cost reduction measure and all flows from this service area are treated at the larger Perris facility. Each service area is served by a single regional water reclamation facility (RWRF), for which costs and methods of treatment vary. The facilities are capable of treating 63 million gallons per day (MGD) of wastewater and serve approximately 699,000 people. They are linked to a network of 1,727 miles of pipeline and 46 active lift stations.

Recycled Water Supply

The policy of the District is to promote the use of recycled water to provide for the conservation and reuse of all water resources and to utilize this resource for any approved purpose, to the maximum extent possible under the laws of the State of California.

The District currently generates approximately 45 MGD of effluent at its four active regional water reclamation facilities. The District's goal is to provide 100% of all recycled water produced as a product to customers as an opportunity for them to maximize the offset of potable water use and to also manage salinity levels in the water basins.

Budget Process

The District is not legally required to adopt and adhere to a budget or to present budgetary comparison information; however, the Board chooses to approve an annual operating budget as a management tool. The budget is developed with input from the various departments within the organization and adopted prior to the start of each fiscal year. Monthly comparison reports of budget to actual are prepared and distributed to all department heads with top level information provided to the Board at the second Board meeting of the month. A more extensive review of the first six months and full year is also conducted to present financial positions and other key performance information.

Information Useful in Assessing Economic Condition

Local Economy

The Riverside County economy continued to slow due to the nationwide financial recession and its impact on new housing construction. Building permits decreased 29.5% to 4,064 from the prior year amount of 5,763; however the median home price increased approximately 8.1% over

the prior year from $185,000 to $200,000. The average unemployment rate for 2009 increased 5.0% to 13.6% over the 2008 average of 8.6% and was at 14.5% for the month of June 2010. While the District's population increased by 12,000 or 1.7%, assessed valuations decreased by approximately 16.1% from the 2009 level.

Although the District experienced some growth in fiscal year 2010; measured by the number of system hookups, this rate was at the slower pace of approximately 27% of the prior year. System hookups during fiscal year 2010 were 2,001 for sewer and 1,444 for water. The expectation is that growth will continue at the current slower pace over the next five years. Due to the increase in available recycled water and the demand on available potable water, the District is moving toward developing its recycled water system into a pressurized system. This improvement will allow municipal customers, who currently receive potable water for landscape, decorative ponds and other irrigation purposes, to substitute recycled water at nearly half the price of potable water. This in turn will make available the potable water for the residential customers.

Long-term Financial Planning

Although the growth rate has continued to slow, rapid growth over the past five years and the projections for the next five, have placed significant demands on the District's infrastructure, people and financial resources. Capital expenditures over the past five years have been approximately $87 million, $139 million, $158 million, $162 million and $204 million respectively.

The District's current comprehensive Capital Improvement Financial Plan covers the period from 2011 – 2015. This plan calls for total expenditures for water, sewer and recycled water facilities of approximately $602 million. The planned expenditures for 2010 were at $151 million compared to the actual $131 million.

The financing sources for these planned project expenditures will include property taxes, rates and other non-operating funds, connection fees, grants (including American Recovery and Reinvestment Act funds), proceeds from the sale of certificates of participation, proceeds from the sale of general obligation bonds, and state revolving fund loans.

Financial Policies

The District has formally adopted a cash reserve policy which states the purpose, source, and funding limits for each of its designated reserves within its four main funds; operating; construction; debt service; and trust. Within each of these funds are various reserves established to meet internal and/or external legal requirements. These guidelines enable restricting funds for future infrastructure needs; replacement of aging facilities; bond reserves; and various operating reserves to mitigate unexpected occurrences. These reserves are critical to the District's financial strength and high bond rating. All three rating agencies have recently affirmed these ratings with a stable outlook.

The District invests its temporarily idle cash in investments legally permissible by California Government Code Sections 53601 et seq., and in accordance with its own investment policy adopted by the Board of Directors. The investment objectives of the District are to first preserve the capital of the portfolio, followed by maintaining liquidity to meet cash flow requirements, and finally, maximizing the rate of return without compromising the first two objectives.

Major Initiatives

Water and Sewer Operations

During the past year, the District achieved several major operational accomplishments which will save money, increase efficiency and improve service.

Water operations improvements included:

- Continuing the expansion of the treatment capacity of the Perris Water Filtration Plant from 10 MGD to 20 MGD and use of the "state of the art" method of disinfectant with ultraviolet rays. Also, the addition of the Lake View pipeline, which will enable higher quality State Water Project system water to be supplied to the plant. These improvements allowed the District to increase water supply reliability, decrease the regulatory compliance requirements associated with using chlorine as a disinfectant, and to enhance water quality.

- Continuing to provide laptop computers with access to electronic global interface systems maps to field personnel. This improvement has resulted in increased efficiency and improved customer service by providing timely and accurate information.

- Continuing to implement phases of the Derceto energy optimization program. This program works in concert with the Supervisory Control and Data Acquisition (SCADA) system to provide pump run schemes which result in energy savings by shifting usage from peak demand times to off-peak and mid-peak times without loss of required water output.

- Establishment of a more detailed well monitoring program for desalter facility wells to ensure their operability and to improve production.

- Establishment of a valve exercising database to accurately track valves and conditions and to provide for a more reliable water distribution system by ensuring more valves are operable, when needed.

Sewer operations improvements included:

- Two projects to increase digester gas production at the Moreno Valley RWRF. Fuel cells were installed at this plant which are capable of producing 750 kilowatts of electricity from a combination of digester gas (produced onsite as an output of the treatment process) and natural gas (purchased as a backup source). Due to decreased sewage flows into the plant, levels of digester gas produced were lower than expected. To compensate for this decrease, a headworks chopper pump was installed at the plant to return more organic matter to the process, and high strength waste organic matter was obtained from an industrial processing facility.

- Pressure testing, repairing and recertification of the digester gas storage spheres at the Temecula Valley RWRF, San Jacinto RWRF, and Moreno Valley RWRF, which maximized the ability to utilize digester gas rather than electrical power or natural gas to run the various engines at the Temecula and San Jacinto plants. Digester gas is used in the fuel cells process at the Moreno Valley plant.

- Completion of a pilot project to convert waste oil from restaurant grease traps into biodiesel fuel. Follow-up work is required to ensure sulfur is removed to an acceptable level so the fuel can be used in the District's fleet of diesel powered vehicles.

Information Technology

During the past year, the District achieved several major information technology accomplishments which will save money, increase efficiency and deliver business improvements.

The District:

- Expanded its use of wireless meter reading using "flex-net" technology via the implementation of a stationary radio tower to receive meter reads at regular intervals. The result has been quick and accurate meter reads, thus providing more accurate billing data information and further reducing meter reading labor efforts. In addition, the District replaced the handheld meter reading units, because the previous units were at their "end of life" support cycle.

- Replaced the Laboratory Information Management System which provides increased integration with the laboratory's scientific instruments and other applications.

- Implemented a Microsoft SharePoint solution to provide online operation manuals for the wastewater plants. This improvement means that staff is no longer required to scan through three-ring binders for operational information on a variety of plant systems.

- Upgraded the Computerized Maintenance Management System from a previous version for added functionality and improved stability. This system provides maintenance planning, scheduling and history for over 400,000 District assets.

- Replaced the current Standby Charges program with a system developed using newer Microsoft technology. This application is used to manage the mailing of letters to property owners and track variance requests.

- Implemented Phase I of a custom-developed software solution to automate the process of recording and tracking plan of service efforts relating to new developer-funded construction. This solution will allow information to be more easily and efficiently accessible, because it was previously only maintained in hard-copy format.

Bond Credit Rating

The District was upgraded from AA to AA+ by Fitch Ratings in April 2010. Previously, Fitch cited "sound formal reserve polices and covenants ensure healthy liquidity levels", and "the District has demonstrated the ability to manage growth pressures and achieve sound financial margins." Moody's Investors Service, Inc. upgraded the District from Aa3 to Aa2 in April 2010. Standard & Poor's Rating Services upgraded the District from an AA- rating to AA in June 2008, citing the District's "history of solid finances, conservative financial management, and debt management".

Accounting Systems

The Finance Department is responsible for providing the financial services for the District, including financial accounting and reporting, payroll and accounts payable, custody and investment of funds, billing and collection of water and wastewater charges, taxes, and other revenues. The District's books and records are maintained on an enterprise basis, as it is the intent of the Board to manage the District's operations as a business, thus matching the revenues against the costs of providing the services. Revenues and expenses are recorded on the accrual basis in the period in which the revenue is earned and the expenses are incurred.

Internal Controls

The District's management is responsible for establishing and maintaining a system of internal controls designed to safeguard the District's assets from loss, theft, or misuse and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in accordance with generally accepted accounting principles. The internal control structure is designed to provide reasonable assurances that these objectives are met. The most recent audits have not uncovered any weaknesses in internal control that would cause concern. However, recommendations for improvement are always welcome and are implemented where feasible.

Awards & Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Eastern Municipal Water District for its comprehensive annual financial report for the fiscal year ended June 30, 2009. This was the seventh consecutive year that the District has received this prestigious award. In order to be awarded a Certificate of Achievement, the District must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current comprehensive annual financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

We would like to thank Lori Robinson, Controller, the entire Finance Department, numerous staff members of other departments, and the independent accounting firm of Mayer Hoffman McCann P.C. for their efforts put into the preparation of this report. We would also like to thank the Board of Directors for their continued interest and support towards achieving excellence in financial management.

Respectfully submitted,



Anthony J. Pack
General Manager



Charles E. Rathbone, Jr.
Chief Financial Officer

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Eastern Municipal Water District, California

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
June 30, 2009

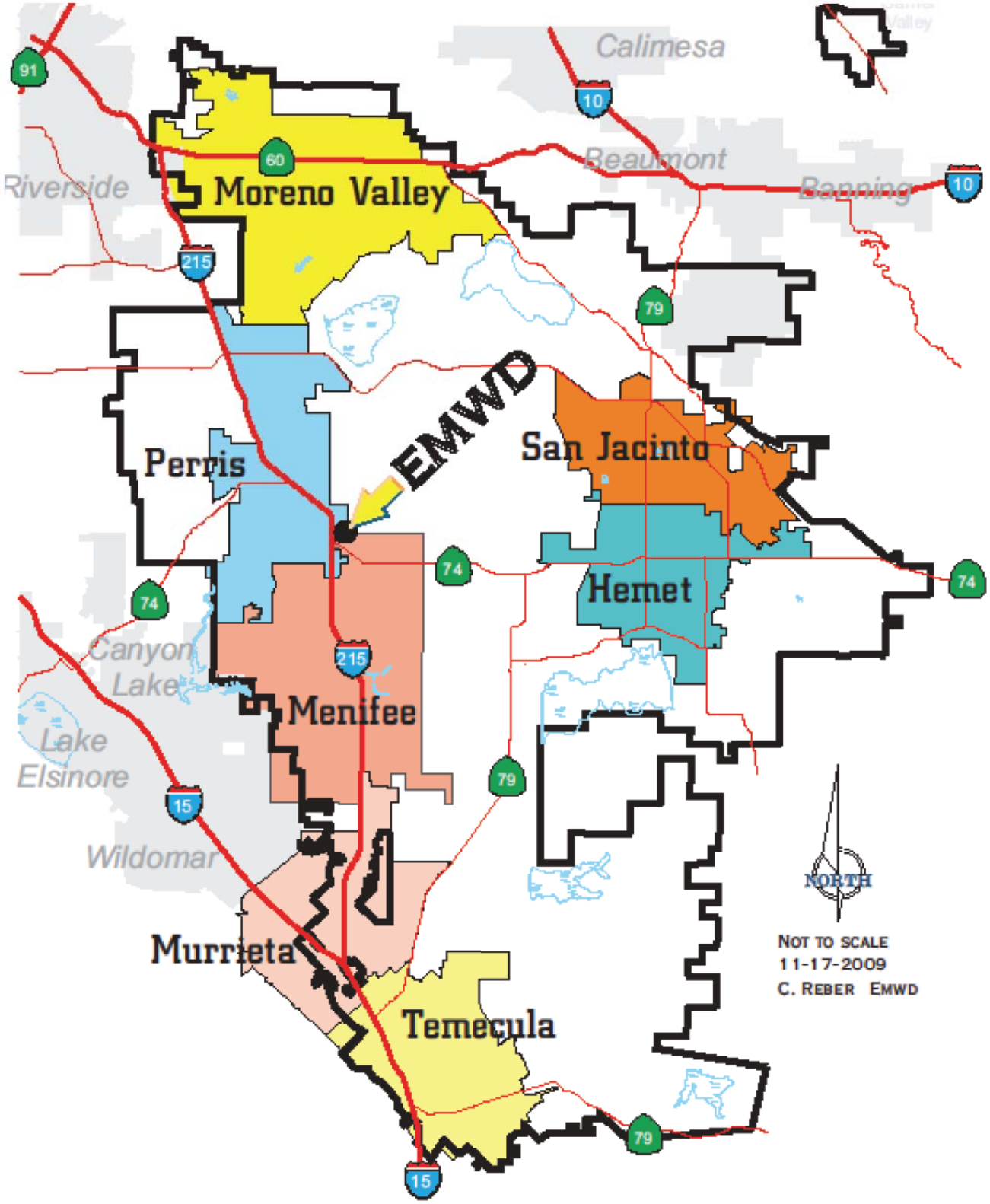
A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards in government accounting and financial reporting.



President

Executive Director

Service Area Map and Incorporated Cities



District Officials

June 30, 2010

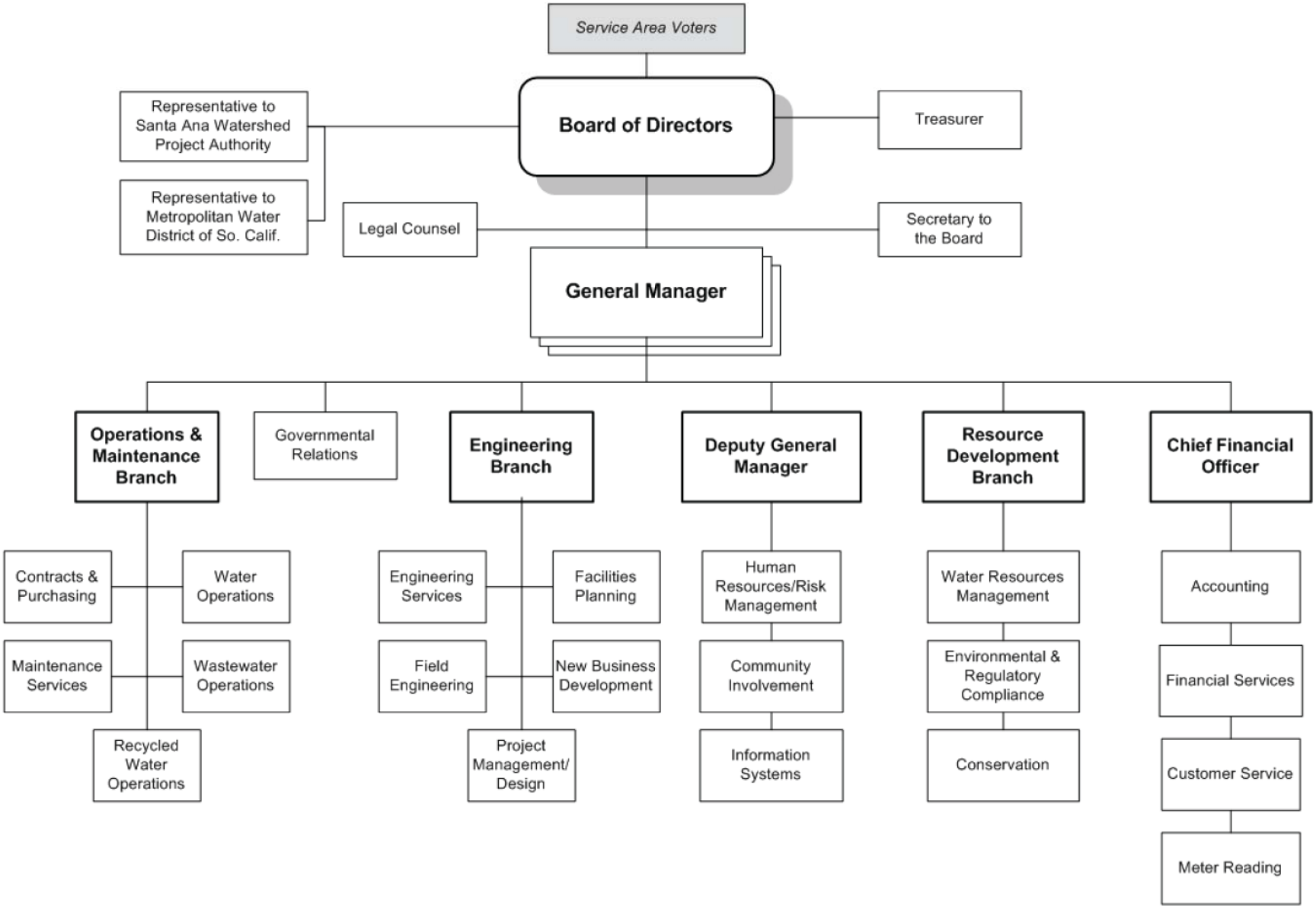
Elected Board of Directors

Position	Name	Elected	Current Term of Office
President	Ronald W. Sullivan	1/2003	1/2009 – 1/2013
Vice President/Treasurer	Joseph J. Kuebler	4/2006	1/2007 – 1/2011
Director	David J. Slawson	1/1995	1/2007 – 1/2011
Director	Randy A. Record	1/2001	1/2009 – 1/2013
Director	Philip E. Paule	1/2007	1/2007 – 1/2011

District Management

Position	Name
General Manager	Anthony J. Pack
Deputy General Manager	Parameshwaran Ravishanker
Assistant General Manager Operations & Maintenance	Michael A. Luker
Assistant General Manager Resource Development	Bruce B. Mortazavi
Assistant General Manager Engineering	Charles J. Bachmann
Chief Financial Officer	Charles E. Rathbone, Jr.

Organizational Chart





The District's Board of Directors and staff from the engineering and construction companies, U.S. Environmental Protection Agency, and State Water Resources Control Board join together in celebrating the groundbreaking for the Acid Phase Anaerobic Digester (APAD) project.

AMERICAN RECOVERY & REINVESTMENT ACT FUNDING

MORENO VALLEY REGIONAL WATER RECLAMATION FACILITY (MVRWRF)

LOWER INTEREST RATES ON 20 YEAR LOANS

During fiscal year 2010, the District signed two State Revolving Fund project financing agreements with the California State Water Resources Control Board for the MVRWRF Secondary Clarifier and Tertiary Treatment Expansion (SCATT) and APAD projects. These agreements are partly funded with U.S. American Recovery and Reinvestment Act of 2009 funds which were used to decrease the interest rates on the 20 year loans.

The SCATT project was awarded $38.4 million at an interest rate of 1% and $43.5 million was awarded for the APAD project at a rate of 0.422%. These projects are estimated to be completed in September 2011 and March 2012, respectively, and repayment of loan proceeds will begin one year after project completion.

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Board of Directors
Eastern Municipal Water District
Perris, California

INDEPENDENT AUDITORS' REPORT

We have audited the accompanying statement of net assets of Eastern Municipal Water District ("the District") as of June 30, 2010, and the related statement of revenue, expenses and changes in net assets and cash flows for the year then ended. These financial statements are the responsibility of the District's management. Our responsibility is to express an opinion on these financial statements based on our audit. The prior year partial comparative information has been derived from the financial statements of the District for the year ended June 30, 2009 and, in our report dated October 19, 2009, we expressed an unqualified opinion on those financial statements.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards,* issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Eastern Municipal Water District as of June 30, 2010, and the results of its operations and its cash flows for the year then ended in conformity with accounting principles generally accepted in the United States of America.

During the year ended June 30, 2010, the District changed the manner in which it accounts for certain financial instruments as a result of the implementation of GASB Statement No. 53, as described further in note 6 to the financial statements.

The information identified in the accompanying table of contents as *management's discussion and analysis* is not a required part of the financial statements, but is supplementary information required by accounting principles generally accepted in the United States of America. We have applied certain limited procedures, which consisted principally of inquires with management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the District's basic financial statements. The introductory section and the statistical tables are presented for purposes of additional analysis and are not a required part of the basic financial statements. The introductory section and statistical tables have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we express no opinion on them.

In accordance with *Government Auditing Standards*, we have also issued our report dated October 22, 2010, on our consideration of the District's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

Mayer Hoffman McCann P.C.

Irvine, California
October 22, 2010

Management's Discussion & Analysis

We offer readers this narrative overview and analysis of the financial statements of the Eastern Municipal Water District (District) for the fiscal year ended June 30, 2010. Readers are encouraged to consider the information presented in this section in conjunction with the accompanying financial statements and additional information furnished in our letter of transmittal.

Operations

The District operates under the authority of the California Water Code and engages in various activities classified as "proprietary". These activities are accounted for much like that of a private business and use the full accrual method of accounting for transactions. The major activities include: acquisition of water from the Metropolitan Water District of Southern California (MWD); production of groundwater; sale and delivery of water to domestic, agricultural and commercial accounts; collection, treatment and disposal of wastewater; sales and delivery of recycled water; and desalination of brackish groundwater. The District also owns and operates a fleet of vehicles and other rolling stock to support the various operating activities.

Basic Financial Statements

In accordance with the Governmental Accounting Standards Board (GASB) Statement No. 34, the District's basic financial statements include a statement of net assets, statement of revenues, expenses and changes in net assets, and a statement of cash flows.

The statement of net assets includes the District's assets and liabilities and provides information about the nature and amounts of investments in resources (assets) and the obligations to District creditors (liabilities). The difference between the assets and liabilities is shown as net assets. This statement also provides the basis of evaluating the capital structure of the District and assessing its liquidity and financial flexibility.

The statement of revenues, expenses and changes in net assets accounts for the current year's revenues and expenses. This statement measures the success of the District's operations over the past year and determines whether the District has recovered its costs through user fees and other charges.

The final required financial statement is the statement of cash flows. This statement reports cash receipts, cash disbursements, and net changes in cash resulting from operations, investments, and financing activities during the reporting period.

The notes to the basic financial statements provide a description of the accounting policies used to prepare the financial statements and present material disclosures required by generally accepted accounting principles that are not otherwise present in the financial statements.

Financial Highlights

Statement of Net Assets
June 30, 2010 and 2009

	2009/10	2008/09	Increase/(Decrease) Amount	Increase/(Decrease) % Change
Assets				
Current assets	**$ 258,956,481**	$ 215,662,808	$ 43,293,673	20.1
Restricted assets	**312,201,892**	344,957,557	(32,755,665)	-9.5
Capital assets	**1,808,221,127**	1,736,086,649	72,134,478	4.2
Other assets	**26,028,954**	21,014,888	5,014,066	23.9
Total assets	**2,405,408,454**	2,317,721,902	87,686,552	3.8
Liabilities				
Current liabilities	**104,907,109**	98,569,045	6,338,064	6.4
Other liabilities	**64,058,851**	30,236,769	33,822,082	111.9
Long-term debt outstanding	**771,023,241**	756,375,646	14,647,595	1.9
Total liabilities	**939,989,201**	885,181,460	54,807,741	6.2
Net assets				
Invested in capital assets, net of related debt	**1,120,121,593**	1,084,747,657	35,373,936	3.3
Restricted for debt service/covenants	**65,090,658**	58,248,958	6,841,700	11.7
Restricted for construction	**150,977,362**	169,061,541	(18,084,179)	-10.7
Unrestricted	**129,229,640**	120,482,286	8,747,354	7.3
Total net assets	**$ 1,465,419,253**	$ 1,432,540,442	$ 32,878,811	2.3
Liabilities to assets ratio	**39%**	38%		

Changes in Financial Condition of the District

The liabilities to assets ratio, which indicates the degree to which the District's assets are financed through borrowing and other obligations increased slightly due to added debt from the sales of the 2009 General Obligation Bonds. Total net assets increased $32.9 million. Overall, the financial position of the District has improved for the fiscal year ended June 30, 2010 and remains strong, providing a foundation for continued growth.

The following denotes explanations for some of the major changes between fiscal years, as shown in the previous table:

- Current assets increased by net $43.3 million due to an increase in cash of $40.4 million used to finance District construction projects; an increase of $1.4 million in property taxes receivable due to current economic conditions; an increase of $1.3 million in grants receivable; and a net increase of $0.3 million in various other current assets.

- Restricted assets decreased by a net $32.8 million due to decreases of $38.0 million in construction cash used to finance District construction projects; $1.0 million in notes receivable; and $0.3 million in property taxes receivable; offset by an increase of $6.5 million in cash for debt service and covenant requirements relating to debt requirements for Certificate of Participation (COP) issues added in the previous year and the 2009 General Obligation (GO) bond issue.
- Capital assets increased by a net $72.1 million due to a net $226.3 million of operating assets being added to the system; added land of $2.9 million; and net added equipment and general facilities of $4.9 million which was offset by a net decrease in construction in progress of $98.8 million and a net increase in accumulated depreciation totaling $58.3.
- Other assets increased by a net $5.0 million mainly due to an increase in the deferred outflow of resources relating to the District's two swap contracts. The District implemented GASB Statement No. 53 for the fiscal year ended June 30, 2010 and both contracts were determined to be hedge effective.
- Current liabilities increased by a net $6.3 million due to increases in accounts and other payables, accrued expenses and customer deposits totaling $12.8 million; increases in the current portion of COP and GO bonds payable of $1.7 million due to added debt relating to various 2008 COP issuances and the 2009 GO bond issue; offset by decreases in advances from developers of $7.5 million from the slowdown in construction activity, and $0.7 million for debt service payments for advances for construction, notes and assessments payable. See the Long-term debt explanation below.
- Other liabilities increased by $33.8 million due to the additions of $19.6 million in construction deposits relating to state revolving loan reimbursements for the Acid Phase Anerobic Digester (APAD) and Secondary Clarifier and Tertiary Treatment Expansion (SCATT) projects; an increase of $9.1 million in net other postemployment benefits; and an increase of $5.1 million in the negative fair value of swap contracts.
- Long-term debt outstanding increased by a net of $14.6 million due to an increase of $29.7 million in GO bonds payable relating to the added 2009 series which was issued in August; offset by $4.5 million and $10.6 million in payments that are made in the 2009/2010 year for advances for construction, notes and assessments payable, and COPs, respectively. Also see Note 5 to the basic financial statements regarding debt payments and outstanding balances.
- The District's net assets increased $32.9 million, or 2.3% over the prior year. This can be attributed to a net non-operating income of $50.7 million offset by a net operating loss of $61.5 million plus contributed capital from developers totaling $43.7 million for the year. Further information regarding restrictions and commitments associated with net assets can be identified in Notes 10 and 11 to the basic financial statements.

Revenues, Expenses and Changes in Net Assets
For the Fiscal Years Ended June 30, 2010 and 2009

	2009/10		2008/09		Increase/(Decrease)	
	Amount	% of Total	Amount	% of Total	Amount	% Change
Operating revenues:						
Water sales – domestic	**$ 100,699,778**	**59.7**	$ 100,967,796	61.0	$ (268,018)	-0.3
Water sales – irrigation	**2,047,253**	**1.2**	2,045,633	1.2	1,620	0.1
Sewer service charges	**61,885,298**	**36.7**	58,889,788	35.6	2,995,510	5.1
Recycled water sales	**4,052,665**	**2.4**	3,722,130	2.2	330,535	8.9
Total operating revenues	**168,684,994**	**100.0**	165,625,347	100.0	3,059,647	1.8
Non-operating revenues:						
Property taxes – general levy	**29,474,227**	**34.6**	33,149,232	35.4	(3,675,005)	-11.1
Property taxes – bond levy	**4,084,984**	**4.8**	1,953,743	2.1	2,131,241	109.1
Standby charges	**5,246,008**	**6.1**	5,015,076	5.3	230,932	4.6
Water and sewer connection fees	**13,010,929**	**15.3**	17,789,045	19.0	(4,778,116)	-26.9
Interest – operations and restricted funds	**13,117,278**	**15.4**	17,884,375	19.1	(4,767,097)	-26.7
Interest – bond funds	**82,469**	**0.1**	386,191	0.4	(303,722)	-78.6
Gain(loss) on disposal of fixed assets	**54,043**	**0.1**	(213,845)	-0.2	267,888	125.3
Net increase in fair value of investments	**3,564,466**	**4.2**	822,445	0.9	2,742,021	333.4
Grant revenues	**6,063,577**	**7.1**	6,466,818	6.9	(403,241)	-6.2
Other revenues	**10,456,056**	**12.3**	10,438,521	11.1	17,535	0.2
Total non-operating revenues	**85,154,037**	**100.0**	93,691,601	100.0	(8,537,564)	-9.1
Total revenues	**253,839,031**		259,316,948		(5,477,917)	-2.1
Operating expenses:						
Purchased water	**46,936,179**	**20.4**	41,318,803	19.0	5,617,376	13.6
Water operations	**39,967,447**	**17.4**	40,834,689	18.8	(867,242)	-2.1
Sewer operations	**39,657,747**	**17.2**	41,160,507	18.9	(1,502,760)	-3.7
Recycled water operations	**5,466,039**	**2.4**	4,749,447	2.2	716,592	15.1
General and administrative	**30,256,670**	**13.1**	27,471,196	12.7	2,785,474	10.1
Depreciation and amortization	**58,754,538**	**25.5**	54,545,053	25.1	4,209,485	7.7
Net other postemployment benefits	**9,131,657**	**4.0**	7,065,471	3.3	2,066,186	29.2
Total operating expenses	**230,170,277**	**100.0**	217,145,166	100.0	13,025,111	6.0
Non-operating expenses:						
Interest – certificates of participation	**21,413,765**	**62.1**	23,564,234	69.2	(2,150,469)	-9.1
Interest – bond	**1,993,650**	**5.8**	814,612	2.4	1,179,038	144.7
Interest – other	**1,064,412**	**3.1**	1,242,190	3.6	(177,778)	-14.3
Bond service fees	**70,472**	**0.2**	77,227	0.2	(6,755)	-8.8
Other expenses	**9,951,955**	**28.8**	8,379,690	24.6	1,572,265	18.8
Total non-operating expenses	**34,494,254**	**100.0**	34,077,953	100.0	416,301	1.2
Total expenses	**264,664,531**		251,223,119		13,441,412	5.4
(Loss) income before contributions	**(10,825,500)**		8,093,829		(18,919,329)	-233.8
Capital contributions	**43,704,311**		34,821,508		8,882,803	25.5
Change in net assets	**32,878,811**		42,915,337		(10,036,526)	-23.4
Total net assets at beginning of year	**1,432,540,442**		1,389,625,105		42,915,337	3.1
Total net assets at end of year	**$1,465,419,253**		$1,432,540,442		$ 32,878,811	2.3

Changes in Financial Performance of the District

The charts in the statistical section of this report on pages 66 and 67 illustrate revenues by source and expenses by function, respectively, for the last ten fiscal years. The following denotes explanations for the major changes between the 2009/10 and 2008/09 fiscal years as shown in the previous table.

- Total revenues – Combined revenues for the fiscal year totaled $253.8 million compared to a prior year of $259.3 million. This is a decrease of approximately 2.1%. The table on page 6 presents a comparison of revenues by major source for the two fiscal years 2009/10 and 2008/09.
- Total expenses – Combined expenses for the fiscal year totaled $264.7 million compared to a prior year of $251.2 million. This is an increase of approximately 5.4%. The table on page 6 presents a comparison of expenses by category for the two fiscal years 2009/10 and 2008/09.
- Water sales – Total domestic and irrigation sales remained relatively flat with an approximate $0.3 million decrease. This change reflects an increase in revenues relating to a tiered water rates increase of 14% beginning with billings mailed out February 1, 2010, offset by a decrease of 12.1% in water purchases. This rate increase was required as a result of a 19.7% increase in purchased water costs from MWD. (See water purchases.)
- Sewer service - Wastewater service charges increased $3.0 million (5.1%) over the previous year's total to end at $61.9 million. This is primarily attributed to additional billings related to the 2,001 additional sewer hook-ups.
- Property taxes - general – The District's general property tax revenue decreased by $3.7 million (11.1%) mainly due to decreased home values resulting in assessed valuations 16.1% less than the previous year.
- Property taxes - bond – The District issued $31,625,000 in new general obligation bonds in August, 2009. The increase of $2.1 million (109.1%) relates to added assessments for debt service requirements.
- Connection fees – These revenues decreased over the prior year due to the continued downturn in the real estate development market. Sewer hookups were 2,001 compared to a prior year of 3,094, representing a decrease of 35.3% and water hookups were 1,444 compared to a prior year of 1,625, representing a decrease of 9.1%. This resulted in revenue $4.8 million (26.9%) lower than the previous year
- Interest earnings – The current fiscal year's interest earnings was lower by $4.8 million (26.7%) compared to the prior years, due to an average portfolio balance which exceeded the previous years by $8.6 million, offset by yields on investments averaging only 2.72% for the year compared to 3.72% for the previous year.
- Net increase in fair value of investments – In accordance with GASB Statement No. 31, the District adjusts the value of investments each fiscal year end to reflect fair value. This adjustment amount was $2.7 million greater than the prior year amount due to a decline in short term interest rates during the year.

- Water purchases – Purchased water from our wholesale provider MWD, decreased by 7,205 AF, however, this lower purchase amount was offset by an increase in the cost of treated water of $122/AF for Tier 1 and $116/AF for Tier 2 and resulted in the net increase of $5.6 million. This rate increase was effective September 1, 2009.
- Sewer operations – The net decrease in expenses of $1.5 million is primarily a result of lower indirect labor and support costs relating to District-wide efforts to eliminate or postpone expenditures.
- General and administrative – The $2.8 million net increase is primarily due to recording a $3.0 million increase in worker's compensation liability reserve, offset by $0.2 million in decreased costs from efforts to eliminate or postpone expenditures.
- Depreciation and amortization – The District capitalized $224.9 million of depreciable assets over the course of the year which resulted in the $4.2 million of additional expense.
- Net other postemployment benefits – In addition to amounts paid for retiree medical and life insurance costs during the year, the District recorded the actuarially determined additional annual required contribution of $9.1 million, which was $2.1 million greater than the prior year amount. See Note 9 to the basic financial statements for further information regarding postemployment benefits other than pension.
- Interest – certificates of participation – The $2.2 million decrease is primarily due to lower interest rates on the 2008 series B, D, E, F and G, COPs, which carry a variable interest rate.
- Interest – bond – The $1.2 million increase is primarily due to added debt service requirements relating to the new general obligation bonds issuance totaling $31,625,000.
- Other non-operating expenses – The $1.6 million increase is primarily due to an increase of $1.3 million for COP liquidity and remarketing bank fees related to variable interest-rate COPs, combined with $1.0 million more reports and studies recorded to expense over the previous year, offset by $0.7 million in various other accounts.
- Capital contributions - Facilities built by developers and turned over to the District to operate and maintain increased to $43.7 million compared to $34.8 million in the previous year, an increase of $8.9 million.
- Net assets - The financial condition of the District has improved from the previous year. The District's net assets increased by $32.9 million to $1,465.4 million. This is a 2.3% increase over the prior year and is illustrated on the table on page 4 that compares the various categories of assets, liabilities and net assets for the two fiscal years 2009/10 and 2008/09.

Capital Assets

Net of accumulated depreciation, the District reported capital assets of $1,808.2 million in fiscal year 2009/10 compared to $1,736.1 million in fiscal year 2008/09. A comparison of this change is provided below by major category. Also see Note 3 to the basic financial statements for further information regarding capital assets.

Capital Assets
For the Fiscal Years Ended June 30, 2010 and 2009

	2009/10	2008/09	Increase/Decrease Amount	Increase/Decrease % Change
Land	**$ 36,540,023**	$ 33,652,806	$ 2,887,217	8.6
Tunnel water seepage agreement	**1,750,900**	1,750,900	-	0.0
Water capacity rights	**23,832,124**	23,832,124	-	0.0
Plans & designs	**9,481,264**	7,350,405	2,130,859	29.0
Water plant, lines & equipment	**823,682,841**	723,007,943	100,674,898	13.9
Sewer plant, lines & equipment	**1,133,459,937**	1,014,808,944	118,650,993	11.7
Equipment and general facilities	**104,964,349**	100,083,610	4,880,739	4.9
Construction in progress	**310,762,779**	409,520,723	(98,757,944)	-24.1
Total capital assets	**2,444,474,217**	2,314,007,455	130,466,762	5.6
Less accumulated depreciation	**636,253,090**	577,920,806	58,332,284	10.1
Net capital assets	**$ 1,808,221,127**	$ 1,736,086,649	$ 72,134,478	4.2

Significant additions to capital assets include $43.7 million in contributed capital from developers. Most of the contributed assets were water and sewer lines that were required to keep up with the increased development in the area. Other additions resulted from the completion and capitalization of $200.1 million construction in progress.

The three largest District projects that were capitalized during the fiscal year ended June 30, 2010 include the Perris Valley Regional Water Reclamation Facility (PVRWRF) Expansion to 22 MGD ($41.8 million); the San Jacinto Valley Interceptor Sewer Phase I ($16.0 million); and the Perris Valley Pipeline/Cactus Avenue Feeder Pipeline ($14.7 million).

The Perris Valley RWRF Expansion project included the design and construction of a 14 MGD tertiary expansion to provide for a total of 22 MGD of tertiary capacity; construction of a new Plant 3 to provide an additional 12 MGD of primary and secondary treatment capacity; as well as converting the Bardenpho Plant (Plant 2) to a more reliable and less energy intensive conventional plant with nitrification and denitrification capabilities. This project was completed at April 30, 2010.

The San Jacinto Valley Interceptor Sewer Phase I project included the design and construction of approximately 19,445 linear feet of 27", 33", 36" and 48" diameter sewer transmission pipelines along Sanderson Avenue, Seventh Street and Santa Fe Avenue. These added pipelines support existing and future development for sewage treatment at the San Jacinto RWRF. This project was completed at June 30, 2010.

The Perris Valley Pipeline/Cactus Avenue Feeder Pipeline project included the design and construction of approximately 13,700 feet of 48" cement mortar lined pipeline from the new Cactus Pump Station through Cactus Avenue and terminating at the Heacock Pumping Plant. This is one of the District's main transmission pipelines that will deliver up to 30,000 GPM from

the Mills Pumping Plant to the east and north portions of the District's service area. This project was substantially complete at June 30, 2010, with final work to be completed by September 2010.

The District had $60,182,585 in construction contract commitments as of June 30, 2010. See Note 11 to the basic financial statements for further information regarding these commitments.

Capital Expenditures

During the year, additions to construction in progress totaled approximately $101.3 million. Some of the major projects currently underway and where expenditures in fiscal year 2009/10 exceeded $2.0 million include the:

- Perris Valley RWRF Plant No. 3 Expansion ($26.9 million)
- Moreno Valley RWRF - SCATT ($20.8 million)
- Moreno Valley RWRF - APAD ($16.3 million)
- Diamond Valley Recycled Water Storage Tank ($3.4 million)
- Western Way Water Booster Station ($2.6 million)
- Customer Service Call Center Building Purchase and Improvements ($2.2 million)
- Murrieta Area Sewer Improvements ($2.1 million)
- Six water and sewer projects between $1,000,000 - $2,000,000 ($8.4 million)
- Thirteen water and sewer projects between $500,000 - $1,000,000 ($8.3 million)
- Thirty-eight water and sewer projects between $100,000 - $500,000 ($8.6 million)

The remaining $1.7 million was for various water and sewer projects with expenditures less than $100,000 in the current fiscal year.

Noncurrent Liabilities

Noncurrent liabilities consist of debt, including advances for construction, notes and assessments, certificates of participation (COPs), and general obligation (GO) bonds; unamortized deferred amounts for premiums/discounts and refundings relating to COP and GO debt issuances; State Revolving Fund (SRF) construction advances; reimbursable agreements; compensated absences; net other postemployment benefits obligation and the fair value of swap contracts. Detailed information relating to the net other postemployment benefits obligation of $22.4 million is presented in Note 9 to the basic financial statements.

GASB Statement No. 53 was implemented for the fiscal year ended June 30, 2010. This statement changed the manner in which the District accounts for financial instruments and required the District to record the fair value of its swap contracts on the Statement of Net Assets. Detailed information regarding the District's swap contracts is presented in Note 6 to the basic financial statements.

Excluding net other postemployment benefits obligation and the fair value of swap contracts, at June 30, 2010, the District had a net $818.9 million in total outstanding noncurrent liabilities, a net increase of $35.3 million or 4.5 percent from the prior year. The amount of debt due within one year totaled $17.2 million, net of deferred amounts, and the amount of compensated absences due within one year totaled $5.4 million. Long-term debt increased a net $15.7 million due to the added $31.9 million 2009 series GO bond issuance offset by $16.2 million scheduled debt payments. The District received $19.6 million in construction advances from the SRF and had an obligation for compensated absences of $11.0 million at fiscal year end. Deferred amounts were ($13.9) million at fiscal year end; a decrease of $1.4 million from the prior year

with an amortized amount of ($1.1) million due within one year. The District's COP debt has been assigned an AA+, AA and Aa2 rating from Fitch Ratings, Standard & Poor's Rating Services and Moody's Investor Service, Inc., respectively. More detailed information about the District's long-term debt and other noncurrent liabilities is presented in Note 5 to the basic financial statements.

Contacting the District's Financial Management

This financial report is designed to provide Eastern Municipal Water District's elected officials, citizens, customers, investors and creditors with a general overview of the District's finances and to demonstrate the District's accountability of the money it receives. If you have any questions regarding this report or need additional financial information, please contact the District's Finance Department.

Eastern Municipal Water District

Statement of Net Assets

June 30, 2010
(with prior year data for comparison purposes only)

	June 30 2010	2009
Assets		
Current assets:		
Cash and investments (Note 2)	**$ 211,612,980**	$ 171,207,874
Utility accounts receivable, net of allowances	**22,854,457**	22,855,511
Property taxes receivable	**11,445,500**	10,060,611
Accrued interest receivable	**2,905,256**	3,251,737
Other receivables	**4,407,342**	2,866,933
Prepaid expenses	**2,525,132**	2,566,454
Materials and supplies inventory	**3,191,072**	2,836,679
Deposits	**14,742**	17,009
Total current assets	**258,956,481**	215,662,808
Noncurrent assets:		
Restricted assets:		
Debt service/covenants cash and investments (Note 2)	**137,049,923**	130,563,941
Property taxes receivable	**1,120,180**	1,458,485
Construction cash and investments (Note 2)	**173,364,496**	211,317,720
Notes receivable	**667,293**	1,617,411
Total restricted assets	**312,201,892**	344,957,557
Capital assets: (Note 3)		
Land	**36,540,023**	33,652,806
Tunnel water seepage agreement	**1,750,900**	1,750,900
Structures, improvements and water rights	**1,990,456,166**	1,768,999,416
Equipment and general facilities	**104,964,349**	100,083,610
Construction in progress	**310,762,779**	409,520,723
Total capital assets	**2,444,474,217**	2,314,007,455
Less accumulated depreciation	**(636,253,090)**	(577,920,806)
Net capital assets	**1,808,221,127**	1,736,086,649
Other assets:		
Prepaid PERS contribution (Note 4)	**5,622,024**	6,152,971
Deferred outflow of resources – swap contracts (Note 6)	**16,377,731**	11,241,573
Unamortized debt issuance costs	**4,029,199**	3,620,344
Total other assets	**26,028,954**	21,014,888
Total noncurrent assets	**2,146,451,973**	2,102,059,094
Total assets	**$ 2,405,408,454**	$ 2,317,721,902

	June 30 2010	2009
Liabilities:		
Current liabilities:		
Accounts payable	**$ 34,468,882**	$ 27,594,211
Accrued salaries and benefits	**2,620,329**	2,045,737
Other accrued expenses	**4,664,075**	1,702,834
Customer deposits	**5,907,889**	4,895,184
Compensated absences (Note 5)	**5,415,193**	5,318,430
Accrued interest	**10,148,810**	9,921,841
Other payables	**2,103,790**	1,009,224
Advances from developers (Note 14)	**22,338,776**	29,850,836
Advances for construction, notes and assessments (Note 5)	**4,461,146**	5,127,969
Certificates of participation (Note 5)	**10,587,329**	10,382,329
General obligation bonds (Note 5)	**2,190,890**	720,450
Total current liabilities	**104,907,109**	98,569,045
Noncurrent liabilities:		
Advances for construction, notes and assessments (Note 5)	**35,818,082**	40,279,229
State Revolving Fund construction advances (Note 5)	**19,608,033**	-
Certificates of participation (Note 5)	**689,723,765**	700,311,094
General obligation bonds (Note 5)	**45,481,394**	15,785,323
Reimbursable agreements (Note 5)	**94,383**	54,533
Compensated absences (Note 5)	**5,562,626**	5,656,242
Net other postemployment benefits obligation (Note 9)	**22,416,078**	13,284,421
Fair value of swap contracts (Note 6)	**16,377,731**	11,241,573
Total noncurrent liabilities	**835,082,092**	786,612,415
Total liabilities	**$ 939,989,201**	$ 885,181,460
Net assets:		
Invested in capital assets, net of related debt	**$ 1,120,121,593**	$ 1,084,747,657
Restricted for debt service/covenants	**65,090,658**	58,248,958
Restricted for construction	**150,977,362**	169,061,541
Unrestricted	**129,229,640**	120,482,286
Total net assets	**$ 1,465,419,253**	$ 1,432,540,442

See accompanying notes to the basic financial statements.

Eastern Municipal Water District

Statement of Revenues, Expenses and Changes in Net Assets

For the Fiscal Year Ended June 30, 2010
(with prior year data for comparison purposes only)

	Fiscal Year Ended June 30 2010	2009
Operating revenues:		
Water sales – domestic	**$ 100,699,778**	$ 100,967,796
Water sales – irrigation	**2,047,253**	2,045,633
Sewer service charges	**61,885,298**	58,889,788
Recycled water sales	**4,052,665**	3,722,130
Total operating revenues	**168,684,994**	165,625,347
Operating expenses:		
Purchased water	**46,936,179**	41,318,803
Water operations	**39,967,447**	40,834,689
Sewer operations	**39,657,747**	41,160,507
Recycled water operations	**5,466,039**	4,749,447
General and administrative	**30,256,670**	27,471,196
Depreciation	**58,754,538**	54,545,053
Net other postemployment benefits	**9,131,657**	7,065,471
Total operating expenses	**230,170,277**	217,145,166
Loss from operations	**(61,485,283)**	(51,519,819)
Non-operating revenues (expenses):		
Property taxes – general levy	**29,474,227**	33,149,232
Property taxes – bond levy	**4,084,984**	1,953,743
Standby charges	**5,246,008**	5,015,076
Water and sewer connection fees	**13,010,929**	17,789,045
Interest – operations and restricted funds	**13,117,278**	17,884,375
Net increase in fair value of investments	**3,564,466**	822,445
Interest – bond funds	**82,469**	386,191
Grant revenues	**6,063,577**	6,466,818
Other revenues	**10,456,056**	10,438,521
Interest – certificates of participation	**(21,413,765)**	(23,564,234)
Interest – bond	**(1,993,650)**	(814,612)
Interest – other	**(1,064,412)**	(1,242,190)
Bond service fees	**(70,472)**	(77,227)
Gain (loss) on disposal of capital assets	**54,043**	(213,845)
Other expenses	**(9,951,955)**	(8,379,690)
Total non-operating revenues	**50,659,783**	59,613,648
(Loss) income before contributions	**(10,825,500)**	8,093,829
Capital contributions	**43,704,311**	34,821,508
Change in net assets	**32,878,811**	42,915,337
Total net assets at beginning of year	**1,432,540,442**	1,389,625,105
Total net assets at end of year	**$ 1,465,419,253**	$ 1,432,540,442

See accompanying notes to the basic financial statements.

Eastern Municipal Water District

Statement of Cash Flows

For the Fiscal Year Ended June 30, 2010
(with prior year data for comparison purposes only)

	Fiscal Year Ended June 30 2010	2009
Cash flows from operating activities		
Cash received from customers	**$ 166,654,761**	$ 161,358,208
Cash payments for water	**(46,936,179)**	(41,318,803)
Cash payments to employees for services	**(59,447,854)**	(59,379,011)
Cash payments to suppliers for goods and services	**(38,838,871)**	(47,773,425)
Cash payments for energy and utilities	**(13,274,243)**	(14,903,674)
Proceeds from standby charges and other revenues	**15,798,257**	12,193,887
Other operating revenues	**9,300,560**	4,911,261
Net cash provided by operating activities	**33,256,431**	15,088,443
Cash flows from noncapital financing activities		
Proceeds from property taxes, general levy	**27,993,145**	33,199,235
Proceeds from grants	**6,063,577**	6,466,818
Net cash provided by noncapital financing activities	**34,056,722**	39,666,053
Cash flows from capital and related financing activities		
Acquisitions and construction of capital assets	**(87,310,164)**	(163,399,340)
Proceeds from sale of capital assets	**112,392**	1,907,457
Proceeds from long-term debt issuance	**31,505,041**	358,905,000
Proceeds from SRF construction advances	**19,608,033**	-
Repayment of bonds and certificates of participation	**(12,255,000)**	(122,975,000)
Proceeds from reimbursement agreements	**108,572**	141,121
Repayments of notes payable and reimbursements	**(5,196,692)**	(4,361,862)
Interest paid	**(24,220,973)**	(24,957,849)
Proceeds from property taxes, bond levy	**4,423,289**	2,147,369
Proceeds from water and sewer connection fees	**13,010,929**	17,789,045
Payments of developer advances	**(6,417,494)**	(8,145,290)
Net cash (used for) provided by capital and related financing activities	**(66,632,067)**	57,050,651
Cash flows from investing activities		
Purchases of investment securities	**(633,167,402)**	(595,877,970)
Proceeds from sales and maturities of investment securities	**622,627,460**	513,086,136
Proceeds from earnings on investments	**13,546,228**	19,015,449
Net cash provided by (used for) investing activities	**3,006,286**	(63,776,385)
Total (decrease) increase in cash and cash equivalents	**3,687,372**	48,028,762
Cash and cash equivalents at beginning of year	**85,540,895**	37,512,133
Cash and cash equivalents at end of year (Note 2)	**$ 89,228,267**	$ 85,540,895

(Continued on next page)

Eastern Municipal Water District

Statement of Cash Flows

For the Fiscal Year Ended June 30, 2010
(with prior year data for comparison purposes only)
(continued)

	Fiscal Year Ended June 30 2010	2009
Reconciliation of loss from operations to net cash provided by operating activities:		
Loss from operations	**$ (61,485,283)**	$ (51,519,819)
Adjustments to reconcile loss from operations to net cash provided by (used for) operating activities:		
Operating activities:		
Depreciation	**58,754,538**	54,545,053
Standby charges and other revenues/expenses	**11,405,778**	12,193,887
Changes in assets and liabilities:		
Decrease (increase) in utility accounts receivable	**1,054**	(2,477,357)
Decrease (increase) in other receivables	**(1,540,409)**	(819,157)
Decrease (increase) in prepaid expenses	**41,322**	(280,608)
Decrease (increase) in materials and supplies inventory	**(354,393)**	(369,949)
Decrease (increase) in deposits	**2,267**	26,317
Decrease (increase) in notes receivable	**950,118**	14,923
Decrease (increase) in other assets	**530,947**	530,946
Increase (decrease) in accounts payable	**6,874,671**	(4,623,439)
Increase (decrease) in accrued expenses	**3,535,833**	667,721
Increase (decrease) in customer deposits	**1,012,705**	(448,647)
Increase (decrease) in compensated absences	**3,147**	583,100
Increase (decrease) in net other postemployment benefits obligation	**9,131,657**	7,065,472
Net cash provided by (used for) operating activities	**$ 28,863,952**	$ 15,088,443
Reconciliation of cash and cash equivalents to statement of net assets:		
Current cash and investments	**$211,612,980**	$171,207,874
Restricted cash and investments:		
Debt service/covenants	**137,049,923**	130,563,941
Construction	**173,364,496**	211,317,720
Total cash and investments	**522,027,399**	513,089,535
Less investments	**432,799,132**	427,548,640
Cash and cash equivalents (Note 2)	**$ 89,228,267**	$ 85,540,895
Noncash capital, financing, and investing activities		
Contributions of capital assets from developers and others	**$ 43,704,311**	$ 34,821,508
Increase in fair value of investments	**3,564,466**	1,216,534
Amortized costs - prepaid PERS and long-term debt	**1,101,401**	1,152,221

See accompanying notes to the basic financial statements.

Eastern Municipal Water District
Notes to the Basic Financial Statements
For the Fiscal Year Ended June 30, 20010

1. Description of Reporting Entity and Summary of Significant Accounting Policies

Reporting Entity

The Eastern Municipal Water District (District) was formed in October 1950, under the California Water Code for the primary purpose of importing Colorado River Water to augment local water supplies. The District serves an area of approximately 346,691 acres (542 square miles), encompassing the westerly third of Riverside County. The District is operated under the direction of a five-member Board of Directors (Board) elected for four-year terms. The District presently imports 76% of its water supply from the Metropolitan Water District of Southern California (MWD) and derives the remaining 24% of its water supply from local groundwater sources. The District is a member agency of MWD and is currently entitled to have one District representative sit on the Board of MWD.

In 1962, the District began providing wastewater treatment services to customers within its service area and, as a consequence, has become actively involved in the production of recycled water (i.e., wastewater which has been treated to a level acceptable for nondomestic purposes) and has been recognized as an industry leader in the management of ground water basins and the related beneficial uses of recycled water. The District's water and wastewater customers include retail customers (e.g., residential, commercial and agricultural) located in both incorporated and unincorporated areas within the District's service area, as well as wholesale customers (e.g., municipalities and local water Districts) located within its service area.

The District formed the Eastern Municipal Water District Facilities Corporation (Facilities Corporation) on April 10, 1979, under the Non-Profit Public Benefit Corporation Law, State of California, for the purpose of rendering financing assistance to the District by acquiring, constructing and operating or providing for the operation of water and wastewater facilities, including water and wastewater transmission pipelines, treatment plants and related facilities for the use, benefit and enjoyment of the public within the District's boundaries. The Facilities Corporation is a component unit of the District.

The District's reporting entity includes the general District, the related improvement Districts located within the service area of the general District and the Eastern Municipal Water District Facilities Corporation. Although the District and the Facilities Corporation are legally separate entities, the District's Board of Directors also serves as the Facilities Corporation's Board of Directors, and therefore, the accompanying financial statements include the accounts and records of the Facilities Corporation as required by generally accepted accounting principles using the blending method. There are no separate financial statements for the Facilities Corporation. The Facilities Corporation merely serves as the legal entity used by the District to issue long-term debt. Accordingly, the Facilities Corporation has no separate financial activity to be reported as a separated fund of the District.

1. Description of Reporting Entity and Summary of Significant Accounting Policies (continued)

Basis of Accounting and Measurement Focus

The District accounts for its operation in an enterprise fund using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

An enterprise fund distinguishes operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the District's principal ongoing operations. The principal operating revenues of the District are charges to customers for water sales and sewer services. Operating expenses for the District include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Pronouncements of GASB and FASB

Under Government Accounting Standards Board (GASB) Statement No. 20, the District has elected not to apply Financial Accounting Standards Board (FASB) pronouncements issued after November 30, 1989.

Cash and Investments

Investments are carried at fair value, except for guaranteed investment contracts, which are carried at cost, because they are not transferable and they have terms that are not affected by changes in market interest rates.

Cash Equivalents

For purposes of the statement of cash flows, the District considers all highly liquid investments (including restricted assets) with a maturity of three months or less when purchased, to be cash equivalents.

Classification of Revenues and Expenses

Operating revenues are those revenues that are generated by domestic, agricultural and irrigation, and recycled water sales, as well as sewer service charges, while operating expenses pertain to the furnishing of those services.

Non-operating revenues and expenses are those revenues and expenses generated that are not directly associated with the normal business of supplying water and wastewater treatment services. Non-operating revenues mainly consist of property taxes, standby charges, investment income, grant revenues, connection fees and miscellaneous income. Capital contributions consist of contributed capital assets and special charges that are legally restricted for capital expenditures by state law or by the Board action that established those charges. Non-operating expenses mainly consist of debt service interest and debt-related fees.

1. Description of Reporting Entity and Summary of Significant Accounting Policies (continued)

Capital Assets

Purchased capital assets are recorded at cost and contributed capital assets are recorded at fair market value at the time they are received. The contributed assets consist primarily of distribution lines and connections constructed and donated by developers. The District follows the below capitalization thresholds for all purchased assets or constructed assets. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Asset Group	Amount (Minimum)	Estimated Useful Life
Department tools and equipment; computer hardware and software	$ 5,000	> than 3 years
Facilities plant and equipment	$ 5,000	> than 5 years
Fleet vehicles	$ 10,000	> than 3 years
Operations and maintenance improvement/replacement projects	$ 10,000	> than 5 years

Capital assets of the District are depreciated using the straight line method over the following estimated useful lives:

Assets	Years
Water source of supply and treatment	30-40
Water storage and distribution	30-40
Wastewater collection system and lift stations	35-50
Wastewater treatment plants	40-50
Recycled water storage and distribution	40-50
Capacity rights	40
Meters and service connections	20-25
Buildings and improvements	10-35
Office and general equipment	5-10
Automotive pool	5

Allowance for Doubtful Accounts

An allowance for doubtful accounts has been established for utility accounts receivables that are 60+ days delinquent at year-end. This allowance is netted against the receivable on the Statement of Net Assets and amounts to $678,848 and $838,543 at June 30, 2010 and 2009, respectively.

Inventories

Inventory consists primarily of materials used in the construction and maintenance of utility plant and is valued at weighted average cost.

1. Description of Reporting Entity and Summary of Significant Accounting Policies (continued)

Restricted Assets

Amounts shown as restricted assets have been restricted by bond indenture, law, or contractual obligations to be used for specified purposes, such as servicing bonded debt and construction of capital assets.

Restricted assets include water and sewer connection fees. The resolution establishing the authority for water and sewer connection fees restricts the use of these fees to the construction, acquisition, or financing of capital assets. The water and sewer connection fees are exchange transactions (non-operating revenues). The connecting party receives a benefit (connection to the system) approximately equal in value to the amount paid. These fees do not represent capital contributions (nonexchange transactions).

Generally, restricted resources are not commingled with unrestricted resources in financing projects and activities. The funding source for each project and activity is determined by Board action depending upon the type of project or activity. Restricted resources are used for specific types of projects for which such funding is designated.

Revenue Recognition

Revenues are recognized when earned. Metered water accounts are read and billed daily on 30-day cycles. Wastewater customers are also billed and included with the water billing. In certain areas of the District, the wastewater billing is handled by another water utility agency, but is accrued as revenues by the District each month. Collections are forwarded monthly, based on actual receipts. Unbilled water and wastewater charges are accrued for the period from the last meter reading through year-end and are included in accounts receivable. Unbilled accounts receivable amounted to $7,671,001 and $8,204,295 at June 30, 2010 and 2009, respectively.

Property Taxes

Property tax in California is levied in accordance with Article XIIIA of the State Constitution at 1% of countywide assessed valuations. The property taxes are placed in a pool and are then allocated to the local governmental units based upon complex formulas. Property tax revenue is recognized in the fiscal year in which the taxes have been levied.

The property tax calendar is as follows:

Lien date:	January 1
Levy date:	July 1
Due date:	First installment – November 1 Second installment – February 1
Delinquent date:	First installment – December 10 Second installment – April 10

1. Description of Reporting Entity and Summary of Significant Accounting Policies (continued)

Debt Issuance Costs

General obligation bond and certificate of participation premiums and discounts, loss on refunding (amortized over the shorter life of the new or old bonds), and issuance costs are deferred and amortized over the term of bonds using the effective interest method. Net bond and certificate of participation discounts and loss on refunding are presented as a reduction of the face amount of certificates of participation and bonds payable, whereas issuance costs are recorded as other assets.

Compensated Absences

The District has a policy whereby an employee can accumulate unused sick leave and vacation. Sick leave is to be used for extended periods of sickness; however, upon termination or retirement, a portion is paid as additional benefits to the employee. At retirement, employees who qualify under the Public Employees Retirement Law are paid for 100% of their unused sick leave up to 625 hours and 50% for all hours in excess of 625 hours, at their regular payroll rates in effect at the date of termination. All employees who separate from the District, other than for retirement, who have completed at least six months of continuous service and/or have been authorized to use their sick leave, are entitled to receive 25% to 75% of the then unused sick leave at their regular payroll rate. The District has provided for these future costs by accruing 100% of earned and unused sick leave and 100% of the earned and unused vacation.

Use of Estimates

The financial statements are prepared in conformity with generally accepted accounting principles and, accordingly, include amounts that are based on management's best estimates and judgments.

Prior Year Data

Selected information regarding the prior year has been included in the accompanying financial statements. This information has been included for comparison purposes only and does not represent a complete presentation in accordance with generally accepted accounting principles. Accordingly, such information should be read in conjunction with the District's prior year financial statements, from which this selected financial data was derived.

Interest Rate Swap Contracts

Effective July 1, 2009, The District changed the manner in which it accounts for financial instruments. Prior to July 1, 2009, financial instruments were not recognized in the Statement of Net Assets. On July 1, 2009, the District implemented GASB Statement No. 53 which requires that the fair value of financial instruments be recognized on the Statement of Net Assets. Prior year amounts presented for comparative purposes have been restated to conform to this accounting change.

The District entered into interest rate swap contracts to fix the interest rates on certain outstanding variable rate debt. These contracts are recorded at fair value. The changes in fair value of hedging financial instruments do not affect investment revenue, but are recorded as

1. Description of Reporting Entity and Summary of Significant Accounting Policies (continued)

Interest Rate Swap Contracts (continued)

deferred outflows. As of June 30, 2010, all potential hedging instruments of the District are considered effective hedges.

2. Cash and Investments

Cash and investments are classified in the accompanying statement of net assets at June 30 as follows:

	2010	2009
Current assets	**$ 211,612,980**	$ 171,207,874
Restricted assets:		
Debt service/covenants	**137,049,923**	130,563,941
Construction	**173,364,496**	211,317,720
Totals	**$ 522,027,399**	$ 513,089,535

Cash and investments at June 30 consisted of the following:

	2010	2009
Cash on hand	**$ 4,900**	$ 3,600
Deposits with financial institutions	**1,317,174**	26,845,494
Investments	**520,705,325**	486,240,441
Total cash and investments	**$ 522,027,399**	$ 513,089,535

Cash and cash equivalents at June 30 consisted of the following:

	2010	2009
Demand accounts and on hand	**$ 1,322,074**	$ 26,849,094
Local Agency Investment Fund (LAIF)	**63,706,473**	57,949,100
Investment Trust of California (CalTRUST)	**286,313**	742,701
Money market mutual funds	**23,913,407**	-
Total cash and cash equivalents	**$ 89,228,267**	$ 85,540,895

Investments Authorized by the California Government Code and the District's Investment Policy

The table on the next page identifies the investment types that are authorized for the District by the California Government Code and the District's investment policy. The table also identifies certain provisions of the California Government Code (or the District's investment policy, where more restrictive) that address interest rate risk and concentration of credit risk. This table does not address investments of debt proceeds held by bond trustee that are governed by the provisions of debt agreements of the District, rather than the general provisions of the California Government Code or the District's investment policy.

2. Cash and Investments (continued)

Investments Authorized by the California Government Code and the District's Investment Policy (continued)

Investment Types Authorized by State Law	Authorized by Investment Policy	Maximum Maturity *	Maximum Percentage of Portfolio*	Maximum Investment in One Issuer *
U.S. treasury obligations	Yes	5 Years	None	None
U.S. agency securities	Yes	5 Years	None	None
Bankers' acceptances	Yes	180 Days	40%	30%
Negotiable certificates of deposit	Yes	1 Year	30%	25%
Commercial paper	Yes	270 Days	25%	10%
Repurchase agreements	No(1)	1 Year	None	None
Reverse repurchase agreements	No	92 Days	20%	None
Medium-term notes	Yes	5 Years	30%	25%
Mortgage pass – through securities	No	5 Years	None	None
LAIF	Yes	None	None	$50,000,000
Local agency bonds	No	5 Years	None	None
Mutual funds	No	N/A	20%	10%
Money market mutual funds	Yes	N/A	15%	10%
County pooled investment funds	No	N/A	None	None
Joint powers authority (CalTRUST)	Yes	N/A	15%	15%

* Based upon State law or investment policy requirements, whichever is more restrictive.
(1) Only permitted for use in the District's sweep account.

Investments Authorized by Debt Agreements

Investment of debt proceeds held by bond trustees are governed by provisions of the debt agreements, rather than the general provisions of the California Government Code or the District's investment policy. The table below identifies the investment types that are authorized for investments held by bond trustees. The table also identifies certain provisions of these debt agreements that address interest rate risk and concentration of risk.

Authorized Investment Type	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
U.S. treasury obligations	None	None	None
U.S. agency securities	None	None	None
State obligations or political subdivision of states	None	None	None
Bankers' acceptances	1 Year	None	None
Certificates of deposit	None	None	None
Commercial paper	None	None	None
Guaranteed investment contracts	None	None	None
Repurchase agreements	30 Days	None	None
Money market mutual funds	None	None	None
LAIF	None	None	None

2. Cash and Investments (continued)

Disclosures relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the District manages its exposure to interest rate risk is by purchasing a combination of shorter term and longer term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operation.

Information about the sensitivity of the fair values of the District's investments (including investments held by bond trustees) to market interest rate fluctuations is provided by the following table that shows the distribution of the District's investment by maturity:

Investment Type	Total Amount	12 Months or Less	13 to 24 Months	25 to 60 Months	More than 60 Months
U.S. agency securities:					
Federal Farm Credit Bank (FFCB)	$ 125,930,224	$ -	$ -	$ 125,930,224	$ -
Federal Home Loan Bank (FHLB)	72,871,094	20,043,750	-	52,827,344	-
Federal Home Loan Mortgage Corp. (FHLMC)	77,548,041	37,244,555	-	40,303,486	-
Federal National Mortgage Assn. (FNMA)	85,065,797	21,975,953	-	63,089,844	-
LAIF	40,614,149	40,614,149	-	-	-
Investment Trust of California (CalTRUST)	286,313	286,313	-	-	-
Held by trustee:					
LAIF	23,092,324	23,092,324	-	-	-
Money market mutual funds	23,913,406	23,913,406	-	-	-
Guaranteed investment contracts (GICs)	15,582,797	-	-	-	15,582,797
U.S. agency securities:					
FHLMC	5,723,180	4,910,004	-	813,176	-
FNMA	50,078,000	50,078,000	-	-	-
Total investments	$ 520,705,325	$ 222,158,454	$ -	$ 282,964,074	$ 15,582,797

Investments with Fair Values Highly Sensitive to Interest Rate Fluctuations

The District's investments (including investments held by bond trustees) do not include investments that are highly sensitive to interest rate fluctuations.

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented on the next page is the minimum rating required by the California Government Code, the District's investment policy, or debt agreements, and the actual Standard and Poor's credit rating as of year end for each investment type:

2. Cash and Investments (continued)

Disclosures Relating to Credit Risk (continued)

Investment Type	Total Amount	Min. Legal Rating	Rating at End of Year AAA	AA	A+	Unrated
U.S. agency securities:						
FFCB	$ 125,930,224	N/A	$ 125,930,224	$ -	$ -	$ -
FHLB	72,871,094	N/A	72,871,094	-	-	-
FHLMC	77,548,041	N/A	77,548,041	-	-	-
FNMA	85,065,797	N/A	85,065,797	-	-	-
LAIF	40,614,149	N/A	-	-	-	40,614,149
CalTRUST	286,313	N/A		-	-	286,313
Held by trustee:						
LAIF	23,092,324	N/A	-	-	-	23,092,324
Money market mutual funds	23,913,406	N/A	23,913,406	-	-	-
Guaranteed investment contracts	15,582,797	N/A	-	-	-	15,582,797
U.S. agency securities:						
FHLMC	5,723,180	N/A	5,723,180	-	-	-
FNMA	50,078,000	N/A	50,078,000	-	-	-
Total investments	$ 520,705,325		$ 441,129,742	$ -	$ -	$ 79,575,583

Concentration of Credit Risk

The investment policy of the District contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. Investments in any one issuer that represent 5% or more of total District's investments are as follows:

Issuer	Investment Type	Reported Amount
FNMA	U.S. Agency Securities	$ 135,143,797
FFCB	U.S. Agency Securities	125,930,224
FHLMC	U.S. Agency Securities	83,271,221
FHLB	U.S. Agency Securities	72,871,094
LAIF	State Investment Pool	63,706,473

Custodial Credit Risk

Custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for *investments* is the risk that, in the event of a failure of the counter party (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the District's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investment, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must

2. Cash and Investments (continued)

Custodial Credit Risk (continued)

equal 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure District deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

Investment in State Investment Pool

The District is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. The fair value of the District's investment in this pool is reported in the accompanying financial statements at amounts based upon the District's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized costs of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis.

Investment in Investment Trust of California (CalTRUST)

The District is a voluntary participant in CalTRUST, a Joint Powers Authority established by public agencies in California for the purpose of pooling and investing local agency funds. A Board of Trustees supervises and administers the investment program of the Trust. CalTRUST invests in fixed income securities eligible for investment pursuant to California Government Code Sections 53601, et seq. and 53635, et seq. Investment guidelines adopted by the Board of Trustees may further restrict the types of investments held by the Trust. The fair value of the District's investment in this pool is reported in the accompanying financial statements at amounts based upon the District's pro-rata share of the fair value provided by CalTRUST for the entire CalTRUST portfolio. The balance available for withdrawal is based on the accounting records maintained by CalTRUST. For purposes of determining fair market value, securities are normally priced on a daily basis on specified days if banks are open for business and the New York Stock Exchange is open for trading. The value of securities is determined on the basis of the market value of such securities or, if market quotations are not readily available, at fair value, under guidelines established by the Trustees. Investments with short remaining maturities may be valued at amortized cost, which the Board has determined to equal fair value.

3. Capital Assets

A summary of capital assets at June 30 is as follows:

	Beginning Balance June 30, 2009	Additions	Reductions	Transfers	Ending Balance June 30, 2010
Capital assets, not being depreciated:					
Land	$ 33,652,806	$ 2,713,189	$ -	$ 174,028	**$ 36,540,023**
Tunnel Water Seepage Agreement	1,750,900	-	-	-	**1,750,900**
Plans and designs *	7,350,405	2,130,859	-	-	**9,481,264**
Construction in progress *	409,520,723	101,318,750	(200,076,694)	-	**310,762,779**
Total capital assets, not being depreciated	452,274,834	106,162,798	(200,076,694)	174,028	**358,534,966**
Capital assets, being depreciated:					
Water plant, lines and equipment	723,007,943	100,780,576	(5,678)	(100,000)	**823,682,841**
Water capacity rights	23,832,124	-	-	-	**23,832,124**
Sewer plant, lines and equipment	1,014,808,944	118,839,112	(114,091)	(74,028)	**1,133,459,937**
Equipment and general facilities *	100,083,610	5,308,683	(427,944)	-	**104,964,349**
Total capital assets, being depreciated	1,861,732,621	224,928,371	(547,713)	(174,028)	**2,085,939,251**
Less accumulated depreciation for:					
Water plant, lines and equipment	215,436,157	21,524,089	(1,178)	-	**236,959,068**
Water capacity rights	4,009,027	595,803	-	-	**4,604,830**
Sewer plant, lines and equipment	299,395,546	30,775,486	(24,184)	-	**330,146,848**
Equipment and general facilities	59,080,076	5,859,160	(396,892)	-	**64,542,344**
Total accumulated depreciation	577,920,806	58,754,538	(422,254)	-	**636,253,090**
Total capital assets, being depreciated, net	1,283,811,815	166,173,833	(125,459)	(174,028)	**1,449,686,161**
Capital assets, net	$1,736,086,649	$272,336,631	$(200,202,153)	$ -	**$1,808,221,127**

* Beginning balance was restated for correction in classification between categories

Depreciation breakdown at June 30, 2010:

Water	$ 21,606,209
Sewer	26,826,564
Recycled	4,442,378
Admin/Other	5,879,387
Total	$ 58,754,538

The District entered into a Tunnel Water Seepage Agreement with the Metropolitan Water District (MWD) in 1951 to set forth the terms and conditions of annexation to the MWD service area. Among other provisions, the agreement provided that for all future time, the tunnel water seepage of MWD's San Jacinto tunnel would come under the control and be delivered free to the District. In 1953, the District established an intangible asset that represented the value of this agreement based on an engineering report by Warren O. Wagner, consulting hydraulic engineer. The original appraisal was established at $1,669,000 based on an annual value of this additional water at 5,840 acre feet per year at $10.00 per acre foot and a money value of 3.5%. This value was reevaluated in 1957 with Mr. Wagner and a revised value of $1,750,900 was established based on $12.00 per acre foot and a 4.0% value of money.

4. PERS Prepaid Unfunded Liability

The District amended its California Public Employees Retirement System (PERS) contract on January 4, 1998 to implement a 2% at 55 retirement program. The actuarial division of PERS determined that the present value impact on the District was an unfunded liability of $4,939,895. This would result in an employer rate increase of 1.495% of eligible payroll over the next 20 years. However, the District opted to pay this liability in advance and is amortizing this prepaid amount over the next 20 years. The current portion is $246,995, and future deferred expense is $1,646,680 at June 30, 2010.

The District amended its PERS contract on August 5, 2005 to implement a 2-1/2% at 55 retirement program. The actuarial division of PERS determined that the present value impact on the District was an unfunded liability of $5,679,062. This would result in an employer rate increase of 2.145% of eligible payroll over the next 20 years. However, the District opted to pay this liability in advance and is amortizing this prepaid amount over the next 20 years. The current portion is $283,953 and future deferred expense is $3,975,344 at June 30, 2010.

5. Noncurrent Liabilities

A summary of the long-term debt and other liabilities (excluding net other postemployment benefits obligation and fair value of swap contracts) at June 30 is as follows:

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Long-term Debt					
Advances for construction, notes and assessments	$ 45,407,198	$ -	$ (5,127,970)	**$ 40,279,228**	$ 4,461,146
Certificates of participation	710,693,423	-	(10,382,329)	**700,311,094**	10,587,329
General obligation bonds	16,505,773	31,937,781	(771,270)	**47,672,284**	2,190,890
Sub-total	772,606,394	31,937,781	(16,281,569)	**788,262,606**	17,239,365
Other Liabilities					
State Revolving Fund construction advances	-	19,608,033	-	**19,608,033**	-
Reimbursable agreements	54,533	108,572	(68,722)	**94,383**	-
Compensated absences	10,974,672	7,802,077	(7,798,930)	**10,977,819**	5,415,193
Sub-total	11,029,205	27,518,682	(7,867,652)	**30,680,235**	5,415,193
Total noncurrent liabilities	$ 783,635,599	$ 59,456,463	$ (24,149,221)	**$ 818,942,841**	$ 22,654,558

5. Noncurrent Liabilities (continued)

The future maturities of long-term debt (excluding State Revolving Fund (SRF) construction advances, reimbursable agreements and compensated absences) as of June 30, 2010 are as follows:

Year Ending June 30:	Principal	Interest	Total
2011	$ 18,336,146	$ 33,376,481	$ 51,712,627
2012	17,617,221	32,297,525	49,914,746
2013	21,845,357	31,673,577	53,518,934
2014	21,628,689	31,087,148	52,715,837
2015	22,960,032	29,824,967	52,784,999
2016-20	122,045,479	133,798,515	255,843,994
2021-25	143,477,854	104,333,144	247,810,998
2026-30	135,383,450	77,194,648	212,578,098
2031-35	157,175,000	46,419,649	203,594,649
2036-39	141,710,000	10,981,334	152,691,334
Sub-total	802,179,228	530,986,988	1,333,166,216
Less: Unamortized premium/discount and deferred refunding charges	(13,916,622)	-	(13,916,622)
Total	$ 788,262,606	$ 530,986,988	$1,319,249,594

Advances for Construction, Notes and Assessments

Advances for construction, notes and assessments consist of the following at June 30:

	2010	2009
State of California Department of Water Resources-Safe, Clean, Reliable Water Supply Act (Proposition 204)	**$ 31,646,488**	$ 33,008,915
State of California Department of Water Resources-Safe, Clean, Reliable Water Supply Act (Proposition 204)	**1,418,283**	1,507,602
State of California Department of Water Resources-Water Conservation Bond Law of 1988 (Proposition 82)	**2,238,229**	2,379,186
Elsinore Valley Municipal Water District	**25,849**	50,338
Santa Anna Watershed Project Authority	**669,189**	975,650
1992 State of California Agricultural Drainage Water Management Loan	**2,760,542**	3,691,159
1991 Federal Reclamation Facilities Project Loan	**1,520,648**	3,794,348
Total	**40,279,228**	45,407,198
Less current portion	**4,461,146**	5,127,969
Total long-term advances for construction, notes and assessments	**$ 35,818,082**	$ 40,279,229

The notes payable are general obligations of the District's individual improvement districts which issued the notes and are payable from the revenues and taxes of the respective improvement Districts.

5. Noncurrent Liabilities (continued)

Advances for Construction, Notes and Assessments (continued)

Safe, Clean, Reliable Water Supply Act (Proposition 204)

On March 3, 2005, the District executed a loan contract with the State (California) Department of Water Resources to provide financing under the Safe, Clean, Reliable Water Supply Act (Proposition 204) for the construction costs of the Hemet Water Filtration Plant. This project was completed in November 2007.

The total loan amount to the District was $42,098,388 repayable in semiannual payments of approximately $1,052,460 including principal and imputed interest. The loan contract required that the District make certain payments to the State in order to receive loan advances. The District's recorded liability for this obligation has been presented net of these required payments which totaled $8,419,718. The loan contract carries no stated interest rate; however interest has been imputed at approximately 2.273% with calculated amounts ranging from $11,825 to $382,705. Semiannual payments began January 1, 2009 with the final payment scheduled for July 1, 2028.

Year Ending June 30:	Principal	Interest	Total
2011	$ 1,393,567	$ 711,352	$ 2,104,919
2012	1,425,419	679,501	2,104,920
2013	1,457,998	646,921	2,104,919
2014	1,491,322	613,597	2,104,919
2015	1,525,408	579,512	2,104,920
2016-20	8,166,222	2,358,376	10,524,598
2021-25	9,143,102	1,381,494	10,524,596
2026-29	7,043,450	323,768	7,367,218
Total	$ 31,646,488	$ 7,294,521	$ 38,941,009

On May 25, 2000, the District executed a loan contract with the State (California) Department of Water Resources to provide financing under the Safe, Clean, Reliable Water Supply Act (Proposition 204) for the Sun City Area Pipeline Replacement projects. The loan to the District is $2,000,000 repayable in varying semiannual payments including principal and interest ranging from $65,449 to $65,456. Semiannual payments began October 1, 2003 with the final payment scheduled for April 1, 2023 at an interest rate of 2.8%.

Year Ending June 30:	Principal	Interest	Total
2011	$ 91,838	$ 39,076	$ 130,914
2012	94,354	36,560	130,914
2013	97,158	33,755	130,913
2014	99,827	31,087	130,914
2015	102,642	28,272	130,914
2016-20	558,257	96,313	654,570
2021-23	374,207	18,534	392,741
Total	$ 1,418,283	$ 283,597	$ 1,701,880

5. Noncurrent Liabilities (continued)

Advances for Construction, Notes and Assessments (continued)

Water Conservation Bond Law of 1988 (Proposition 82)

On May 25, 2000, the District executed a loan contract with the State (California) Department of Water Resources to provide financing under the Water Conservation Bond Law of 1988 (Proposition 82) for the Sun City Area Pipeline Replacement Projects. The loan to the District is $3,150,000 repayable in varying semiannual payments including principal and interest ranging from $103,286 to $103,299. Semiannual payments began October 1, 2003 with the final payment scheduled for April 1, 2023 at an interest rate of 2.8%.

Year Ending June 30:	Principal	Interest	Total
2011	$ 144,932	$ 61,667	$ 206,599
2012	148,902	57,697	206,599
2013	153,328	53,270	206,598
2014	157,540	49,059	206,599
2015	161,982	44,617	206,599
2016-20	881,000	151,993	1,032,993
2021-23	590,545	29,250	619,795
Total	$ 2,238,229	$ 447,553	$ 2,685,782

Elsinore Valley Municipal Water District

Elsinore Valley Municipal Water District, financial participation agreement note; interest rates ranging from 2.0% to 4.0% with annual principal installments ranging from $21,314 to $25,849 through July 15, 2011.

Year Ending June 30:	Principal	Interest	Total
2011	$ 25,849	$ 1,034	$ 26,883
Total	$ 25,849	$ 1,034	$ 26,883

Santa Ana Watershed Project Authority

Santa Ana Watershed Project Authority (SAWPA) agreement for purchase of capacity rights in the Santa Ana Regional Interceptor (SARI) pipeline; interest rate of 6%; annual payment including principal and interest of $365,000 through June 30, 2012.

Year Ending June 30:	Principal	Interest	Total
2011	$ 324,849	$ 40,151	$ 365,000
2012	344,340	20,660	365,000
Total	$ 669,189	$ 60,811	$ 730,000

5. Noncurrent Liabilities (continued)

Advances for Construction, Notes and Assessments (continued)

1992 State of California Agricultural Drainage Water Management Loan

On January 15, 1992, the District executed a loan contract with the State (California) Water Resources Control Board to provide financing for a portion of the Menifee Basin Desalter Project. The District received $11,600,000 in loan proceeds repayable in annual installments of $1,045,041 on each January 31 through 2011 with a final payment of $831,939 scheduled for November 17, 2012 at an interest rate of 3.1%.

Year Ending June 30:	Principal	Interest	Total
2011	$ 959,463	$ 85,578	$ 1,045,041
2012	989,206	55,835	1,045,041
2013	811,873	20,066	831,939
Total	$ 2,760,542	$ 161,479	$ 2,922,021

1991 Federal Reclamation Facilities Project Loan

In October 1991, the District entered into a contract with the federal government under the provisions of Public Law 984 to provide funding for a portion of the District's Phase I – Reclamation Facilities Project. This project included the enlargement, rehabilitation, and improvement of facilities to provide irrigation water and better water service for 21,500 acres of irrigated land as well as to provide water for wetlands enhancement and municipal and industrial (M&I) water supply purposes.

The contract is being administered by the United States Department of the Interior, Bureau of Reclamation pursuant to the Small Reclamation Projects Act of 1956 (the Act). The total estimated project cost is $46,046,400 with the District contributing $13,621,400 and the federal government providing funding up to the balance of $32,425,000, providing that funds were available under the Act.

A summary of the total federal government funding available under the contract is as follows:

Total federal funding	$ 32,425,000
Less nonrepayable grant portion	6,733,300
Maximum loan proceeds including interest	$ 25,691,700
Components of loan proceeds:	
Water supply	$ 20,219,400
Fish and wildlife	4,147,300
Net loan proceeds	24,366,700
Interest charged during construction	1,325,000
Maximum loan proceeds	$ 25,691,700

5. Noncurrent Liabilities (continued)

Advances for Construction, Notes and Assessments (continued)

1991 Federal Reclamation Facilities Project Loan (continued)

Repayment of the loan began on May 1, 1999, with net loan proceeds repayable in 15 annual installments varying from $552,900 to $2,650,300 plus interest at rates varying from 0% to 9% on the fish and wildlife component and a portion of the water supply component. On October 6, 2003, the District elected to pay off the Fish and Wildlife component of the loan, with a payment of $4,180,139. The interest rate applied to the outstanding balance of the Water Supply component (the interest on investment, or IOI) was 7.875% for the fiscal year ended June 30, 2010. However, only the portion of the calculated interest on investment amount and the annual reimbursable interest during construction (RIDC) amount allocated to the delivery of water to excess lands and to the furnishing of M&I water (water delivery ratio) is repayable. For 2010, the water delivery ratio was 8.26%, resulting in an actual interest rate of 0.40% for the period and the actual IOI and RIDC amounts paid were $24,681 and $56,564, respectively.

The District received $31,095,440 on this contract, of which the grant portion amounted to $6,624,268 and the loan portion amounted to $24,471,172. Since the total repayment obligation is less than the maximum loan proceeds of $24,366,700, the above repayment schedule will still apply until the obligation is paid in full, in effect reducing the length of the repayment period.

Year Ending June 30:	Principal	Interest	Total
2011	$ 1,520,648	$ -	$ 1,520,648
Total	$ 1,520,648	$ -	$ 1,520,648

Clean Water State Revolving Fund (SRF) Construction Advances

On June 15, 2009 and September 8, 2009, the District executed loan contracts with the California State Water Resources Control Board to provide financing under the Clean Water State Revolving Fund. These loans are for construction costs relating to two projects located at the Moreno Valley RWRF; the Secondary Clarifier and Tertiary Treatment (SCATT) project and the Acid Phase Anerobic Digestion (APAD) project. Both projects consist of upgrading various current and adding new facilities that will result in increased secondary and tertiary treatment capacity. The SCATT project focuses on the treatment of liquid waste and the APAD project focuses on the treatment of solid waste. These projects are anticipated to be complete in September 2011 and March 2012, respectively.

The future 20-year loans to the District are anticipated to be $38,362,890 with an interest rate of 1.000% for the SCATT and $43,546,128 with an interest rate of 0.422% for the APAD projects, of which $8,445,896 and $11,162,137, respectively, was received through June 30, 2010. Debt service requirements to maturity have not been presented for these obligations because they have not yet been determined by the lending party. A schedule of payments will be determined upon completion of the funding for the loans.

5. Noncurrent Liabilities (continued)

Certificates of Participation

Certificates of participation consist of the following at June 30:

	2010	2009
1991 certificates of participation	**$ 12,920,000**	$ 16,695,000
2001A refunding certificates of participation	**46,900,000**	50,065,000
2001C refunding certificates of participation	**6,675,000**	8,190,000
2006A certificates of participation	**106,320,000**	106,320,000
2007A refunding certificates of participation	**20,635,000**	20,710,000
2008A refunding certificates of participation	**56,155,000**	56,410,000
2008B refunding certificates of participation	**54,575,000**	54,575,000
2008C refunding certificates of participation	**54,070,000**	54,400,000
2008D refunding certificates of participation	**54,205,000**	54,760,000
2008E refunding certificates of participation	**62,235,000**	64,110,000
2008F certificates of participation	**50,000,000**	50,000,000
2008G certificates of participation	**50,000,000**	50,000,000
2008H certificates of participation	**140,035,000**	140,035,000
Total	**714,725,000**	726,270,000
Less current portion	**11,750,000**	11,545,000
Total noncurrent certificates of participation payable	**$ 702,975,000**	$ 714,725,000
Total current portion	**$ 11,750,000**	$ 11,545,000
Less net unamortized discount/premium and deferred refunding charges	**(1,162,671)**	(1,162,671)
Total net current portion	**$ 10,587,329**	$ 10,382,329
Total noncurrent portion	**$ 702,975,000**	$ 714,725,000
Less net unamortized discount/premium and deferred refunding charges	**(13,251,235)**	(14,413,906)
Total net noncurrent portion	**$ 689,723,765**	$ 700,311,094

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

2008H Certificates of Participation

In August 2008, the Facilities Corporation issued $140,035,000 of Water and Sewer Revenue Fixed Rate Certificates of Participation, Series 2008H. Proceeds of the sale of certificates are for the purpose of financing a portion of the cost of the design, acquisition and construction of the 2008H Projects. The 2008H Projects include, among others, the following capital improvements to the District's Water and Sewer System: (1) construct new and replacement improvements to the Hemet/San Jacinto Integrated Recharge and Recovery Program; (2) expand the Perris Valley RWRF (Plant 3); and (3) add the Scott Road Booster and Pipeline to the Keller 1698 Power Zone.

The 2008H Certificates include principal installments due in varying amounts from $5,185,000 to $23,470,000 annually from July 1, 2024 to July 1, 2035, with interest payable semiannually beginning July 1, 2009, at a 5.00% rate per annum.

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 140,035,000	$ -	$ -	**$ 140,035,000**	$ -
COP discount	(2,103,801)	-	80,916	**(2,022,885)**	(80,915)
Total	$ 137,931,199	$ -	$ 80,916	**$ 138,012,115**	$ (80,915)

Year Ending June 30:	Principal	Interest	Total
2011	$ -	$ 7,001,750	$ 7,001,750
2012	-	7,001,750	7,001,750
2013	-	7,001,750	7,001,750
2014	-	7,001,750	7,001,750
2015	-	7,001,750	7,001,750
2016-20	-	35,008,750	35,008,750
2021-25	5,185,000	34,879,125	40,064,125
2026-30	31,335,000	29,959,125	61,294,125
2031-35	80,045,000	17,475,875	97,520,875
2036	23,470,000	586,750	24,056,750
Total	$ 140,035,000	$ 152,918,375	$ 292,953,375

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

2008D Refunding Certificates of Participation

In July 2008, the Facilities Corporation issued $54,760,000 in Water and Sewer Revenue Refunding Certificates of Participation, Series 2008D. The net proceeds of $57,942,400 were used to refund the District's outstanding 1998A and 2003A Certificates in the amounts of $27,265,000 and $24,260,000, respectively, maturing July 1, in the years 2009 through 2023; to fund a debt service reserve fund for the 2008D Certificates; and to pay the costs of executing and delivering the 2008D Certificates. The proceeds of the 2008D Certificates were deposited in irrevocable trusts with an escrow agent for the payment of the 1998A and 2003A Certificates and subsequently, all 1998A and 2003A Certificates were redeemed on September 2, 2008. As a result, these 1998A and 2003A series certificates are considered to be defeased and the liability for those bonds has been removed from the statement of net assets.

The 2008D Certificates include principal installments due in varying amounts from $555,000 to $11,820,000 annually on July 1 in the years 2009 to 2023; with interest payable monthly at a variable rate for a weekly period. The future interest amounts shown below are calculated using an average interest rate of 3.5%. The District may prepay all or part of the certificates at any time at par.

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 54,760,000	$ -	$ (555,000)	**$ 54,205,000**	$ 415,000
Deferred refunding charges	(3,880,585)	-	277,185	**(3,603,400)**	(277,185)
COP discount	(72,138)	-	5,153	**(66,985)**	(5,153)
Total	$ 50,807,277	$ -	$ (272,662)	**$ 50,534,615**	$ 132,662

Year Ending June 30:	Principal	Interest	Total
2011	$ 415,000	$ 1,889,912	$ 2,304,912
2012	435,000	1,800,853	2,235,853
2013	590,000	1,857,117	2,447,117
2014	315,000	1,915,464	2,230,464
2015	2,350,000	1,794,625	4,144,625
2016-20	12,955,000	7,656,659	20,611,659
2021-24	37,145,000	3,077,111	40,222,111
Total	$ 54,205,000	$ 19,991,741	$ 74,196,741

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

2008E Refunding Certificates of Participation

In July 2008, the Facilities Corporation issued $64,110,000 in Water and Sewer Revenue Refunding Certificates of Participation, Series 2008E. The net proceeds of $68,541,548 were used to refund the District's outstanding 2003B Certificates in the amount of $62,815,000 maturing July 1, 2033; to fund a debt service reserve fund for the 2008E Certificates; and to pay the costs of executing and delivering the 2008E Certificates. The proceeds of the 2008E Certificates were deposited in an irrevocable trust with an escrow agent for the payment of the 2003B Certificates and subsequently, all 2003B Certificates were redeemed on September 2, 2008. As a result, these 2003B series certificates are considered to be defeased and the liability for those bonds has been removed from the statement of net assets.

The 2008E Certificates include principal installments due in varying amounts from $1,875,000 to $3,640,000 annually on July 1 in the years 2009 to 2033; with interest payable monthly at a variable rate for a weekly period. The future interest amounts shown below are calculated using an average interest rate of 3.5%. The District may prepay all or part of the certificates at any time at par.

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 64,110,000	$ -	$ (1,875,000)	**$ 62,235,000**	$ 1,765,000
Deferred refunding charges	(1,051,888)	-	43,829	**(1,008,059)**	(43,829)
COP discount	(86,570)	-	3,607	**(82,963)**	(3,607)
Total	$ 62,971,542	$ -	$ (1,827,564)	**$ 61,143,978**	$ 1,717,564

Year Ending June 30:	Principal	Interest	Total
2011	$ 1,765,000	$ 2,147,338	$ 3,912,338
2012	1,820,000	2,005,042	3,825,042
2013	2,035,000	2,017,195	4,052,195
2014	1,780,000	2,029,990	3,809,990
2015	2,000,000	1,884,225	3,884,225
2016-20	11,000,000	8,300,333	19,300,333
2021-25	12,870,000	6,220,476	19,090,476
2026-30	15,115,000	3,760,047	18,875,047
2031-34	13,850,000	1,010,971	14,860,971
Total	$ 62,235,000	$ 29,375,617	$ 91,610,617

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

2008F Certificates of Participation

In July 2008, the Facilities Corporation issued $50,000,000 of Water and Sewer Revenue Certificates of Participation, Series 2008F. Proceeds of the sale of certificates are for the principal purpose of financing a portion of the cost of the design, acquisition and construction of the 2008F Projects. The 2008F Projects includes an undivided fifty percent (50%) interest in, among others, the following capital improvements to the District's Water and Sewer System: (1) expansion of the Cactus Ave Feeder and Pump Station; (2) construction of a portion of the San Jacinto Valley Interceptor Sewer Pipeline; (3) construction of the Western Way Pump Station; (4) construction of the Perris Water Filtration Plant State Project Water Supply Pipeline and installation of a new service connection "EM-22" from MWD; and (5) construction of the Oleander Pump Station Transmission Pipeline.

The 2008F Certificates include principal installments due in varying amounts from $16,000,000 to $17,290,000 annually on July 1 in the years 2036 to 2038; with interest payable monthly at a variable rate for a weekly period. The future interest amounts shown below are calculated using an average interest rate of 3.5%. The District may prepay all or part of the certificates at any time at par.

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 50,000,000	$ -	$ -	**$ 50,000,000**	$ -
COP discount	(68,232)	-	2,353	**(65,879)**	(2,353)
Total	$ 49,931,768	$ -	$ 2,353	**$ 49,934,121**	$ (2,353)

Year Ending June 30:	Principal	Interest	Total
2011	$ -	$ 1,750,000	$ 1,750,000
2012	-	1,679,687	1,679,687
2013	-	1,750,000	1,750,000
2014	-	1,820,313	1,820,313
2015	-	1,750,000	1,750,000
2016-20	-	8,751,421	8,751,421
2021-25	-	8,750,000	8,750,000
2026-30	-	8,676,660	8,676,660
2031-35	-	8,678,097	8,678,097
2036-39	50,000,000	4,564,878	54,564,878
Total	$ 50,000,000	$ 48,171,056	$ 98,171,056

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

2008G Certificates of Participation

In July 2008, the Facilities Corporation issued $50,000,000 of Water and Sewer Revenue Certificates of Participation, Series 2008G. Proceeds of the sale of certificates are for the principal purpose of financing a portion of the cost of the design, acquisition and construction of the 2008G Projects. The 2008G Projects includes an undivided fifty percent (50%) interest in, among others, the following capital improvements to the District's Water and Sewer System: (1) expansion of the Cactus Ave Feeder and Pump Station; (2) construction of a portion of the San Jacinto Valley Interceptor Sewer Pipeline; (3) construction of the Western Way Pump Station; (4) construction of the Perris Water Filtration Plant State Project Water Supply Pipeline and installation of a new service connection "EM-22" from MWD; and (5) construction of the Oleander Pump Station Transmission Pipeline.

The 2008G Certificates include principal installments due in varying amounts from $16,000,000 to $17,290,000 annually on July 1 in the years 2036 to 2038; with interest payable monthly at a variable rate for a weekly period. The future interest amounts shown below are calculated using an average interest rate of 3.5%. The District may prepay all or part of the certificates at any time at par.

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 50,000,000	$ -	$ -	**$ 50,000,000**	$ -
COP discount	(68,019)	-	2,345	**(65,674)**	(2,346)
Total	$ 49,931,981	$ -	$ 2,345	**$ 49,934,326**	$ (2,346)

Year Ending June 30:	Principal	Interest	Total
2011	$ -	$ 1,750,000	$ 1,750,000
2012	-	1,679,687	1,679,687
2013	-	1,750,000	1,750,000
2014	-	1,820,313	1,820,313
2015	-	1,750,000	1,750,000
2016-20	-	8,751,421	8,751,421
2021-25	-	8,750,000	8,750,000
2026-30	-	8,676,660	8,676,660
2031-35	-	8,678,097	8,678,097
2036-39	50,000,000	4,564,878	54,564,878
Total	$ 50,000,000	$ 48,171,056	$ 98,171,056

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

2008C Refunding Certificates of Participation

In June 2008, the Facilities Corporation issued $54,400,000 in Water and Sewer Revenue Refunding Certificates of Participation, Series 2008C. The net proceeds of $57,189,288 were used to advance refund the District's outstanding 1993B Certificates in the amount of $55,445,000 maturing July 1, in the years 2008 through 2020, to fund a debt service reserve fund for the 2008C Certificates; and to pay the costs of executing and delivering the 2008C Certificates.

The 2008C Certificates include principal installments due in varying amounts from $330,000 to $7,955,000 annually on July 1 in the years 2009 to 2021; with interest payable monthly at a variable rate for a weekly period. The District may prepay all or part of the certificates at any time at par.

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 54,400,000	$ -	$ (330,000)	**$ 54,070,000**	$ 345,000
Deferred refunding charges	(2,703,720)	-	225,310	**(2,478,410)**	(225,310)
COP discount	(127,054)	-	10,588	**(116,466)**	(10,588)
Total	$ 51,569,226	$ -	$ (94,102)	**$ 51,475,124**	$ 109,102

The following table incorporates the net swap payments associated with the 2008C Certificates. Using a variable interest rate of 0.200% as of June 30, 2010, the debt service requirements of the 2008C Certificates and the associated swap payments, assuming current interest rates remain the same for their term, are as follows. As rates vary, the variable rate interest payments and net swap payments will vary. Refer to note 6 for additional information regarding the financial instrument associated with the 2008C Certificates.

Year Ending June 30:	Principal	Interest	Net Payment to Counterparty	Total Debt Service
2011	$ 345,000	$ 108,140	$ 2,530,993	$ 2,984,133
2012	370,000	107,450	2,518,846	2,996,296
2013	375,000	106,882	2,509,754	2,991,636
2014	5,435,000	105,789	2,487,826	8,028,615
2015	5,735,000	95,090	2,235,430	8,065,520
2016-20	33,855,000	290,120	6,811,576	40,956,696
2021	7,955,000	15,936	373,409	8,344,345
Total	$ 54,070,000	$ 829,407	$ 19,467,834	$ 74,367,241

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

2008B Refunding Certificates of Participation

In March 2008, the Facilities Corporation issued $54,575,000 in Water and Sewer Revenue Refunding Certificates of Participation, Series 2008B. The net proceeds of $54,575,000 were used to advance refund the District's outstanding 2006B Certificates in the amount of $54,025,000 maturing July 1, in the years 2024 through 2035, and to pay the costs of executing and delivering the 2008B Certificates. As of June 30, 2008, no 2006B Certificates remain outstanding.

The 2008B Certificates include principal installments due in varying amounts from $3,805,000 to $5,370,000 annually on July 1, in the years 2024 to 2035; with interest payable monthly at a variable rate for a weekly period. The future interest amounts shown below are calculated using an average interest rate of 3.5%.

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 54,575,000	$ -	$ -	**$ 54,575,000**	$ -
COP discount	(126,921)	-	4,882	**(122,039)**	(4,882)
Total	$ 54,448,079	$ -	$ 4,882	**$ 54,452,961**	$ (4,882)

Year Ending June 30:	Principal	Interest	Total
2011	$ -	$ 1,923,208	$ 1,923,208
2012	-	1,903,991	1,903,991
2013	-	1,902,239	1,902,239
2014	-	1,903,140	1,903,140
2015	-	1,904,892	1,904,892
2016-20	-	9,555,036	9,555,036
2021-25	3,805,000	9,489,303	13,294,303
2026-30	20,935,000	7,108,224	28,043,224
2031-35	24,465,000	3,144,144	27,609,144
2036	5,370,000	94,490	5,464,490
Total	$ 54,575,000	$ 38,928,667	$ 93,503,667

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

2008A Refunding Certificates of Participation

In January 2008, the Facilities Corporation issued $56,855,000 in Water and Sewer Revenue Refunding Certificates of Participation, Series 2008A. The net proceeds of $61,977,243 were used to advance refund the 2001B Certificates in the amount of $51,370,000 maturing July 1, in the years 2024 through 2030, to fund a debt service reserve fund for the 2008A Certificates and to pay the costs of executing and delivering the 2008A Certificates. The proceeds of the 2008A Certificates were deposited in an irrevocable trust with an escrow agent to provide for repayment of the outstanding 2001B Certificates. As a result, these 2001B series certificates are considered to be defeased and the liability for those bonds has been removed from the statement of net assets. As of June 30, 2009, the 2001B certificates remain outstanding.

The 2008A Certificates include principal installments due in varying amounts from $255,000 to $8,090,000 annually on July 1, in the years 2009 to 2030; with interest payable monthly at a variable rate for a weekly period.

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 56,410,000	$ -	$ (255,000)	**$ 56,155,000**	$ 260,000
Deferred refunding charges	(4,848,147)	-	230,864	**(4,617,283)**	(230,864)
COP discount	(190,521)	-	9,072	**(181,449)**	(9,072)
Total	$ 51,371,332	$ -	$ (15,064)	**$ 51,356,268**	$ 20,064

The following table incorporates the net swap payments associated with the 2008A Certificates. Using a variable interest rate of 0.170% as of June 30, 2010, the debt service requirements of the 2008A Certificates and the associated swap payments, assuming current interest rates remain the same for their term, are as follows. As rates vary, the variable rate interest payments and net swap payments will vary. Refer to note 6 for additional information regarding the financial instruments associated with the 2008A Certificates.

Year Ending June 30:	Principal	Interest	Net Payment to Counterparty	Total Debt Service
2011	$ 260,000	$ 95,464	$ 1,611,665	$ 1,967,129
2012	270,000	95,022	1,604,203	1,969,225
2013	275,000	94,715	1,599,229	1,968,944
2014	290,000	93,944	1,585,800	1,969,744
2015	295,000	93,602	1,580,238	1,968,840
2016-20	1,625,000	460,157	7,768,611	9,853,768
2021-25	8,200,000	445,566	7,522,503	16,168,069
2026-30	36,850,000	260,525	4,398,179	41,508,704
2031	8,090,000	13,753	232,185	8,335,938
Total	$ 56,155,000	$ 1,652,748	$ 27,902,613	$ 85,710,361

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

2007A Refunding Certificates of Participation

In May 2007, the Facilities Corporation issued $20,710,000 in Water and Sewer Revenue Refunding Certificates of Participation, Series 2007A. The net proceeds of $22,274,458 were used to currently refund the District's 1997A certificates for $21,175,000, and to pay the municipal bond insurance policy premium and issuance costs.

The 2007A Certificates include principal installments due in varying amounts from $75,000 to $6,860,000 annually on July 1, in the years 2009 to 2023; with interest payable semiannually at rates ranging from 4.00% to 5.00%.

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 20,710,000	$ -	$ (75,000)	**$ 20,635,000**	$ 75,000
Deferred refunding charges	(1,735,305)	-	123,950	**(1,611,355)**	(123,950)
COP premium	1,163,131	-	(83,081)	**1,080,050**	83,081
Total	$ 20,137,826	$ -	$ (34,131)	**$ 20,103,695**	$ 34,131

Year Ending June 30:	Principal	Interest	Total
2011	$ 75,000	$ 1,020,000	$ 1,095,000
2012	80,000	1,016,900	1,096,900
2013	80,000	1,013,700	1,093,700
2014	85,000	1,010,400	1,095,400
2015	90,000	1,006,900	1,096,900
2016-20	500,000	4,976,900	5,476,900
2021-24	19,725,000	2,485,550	22,210,550
Total	$ 20,635,000	$ 12,530,350	$ 33,165,350

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

2006A Certificates of Participation

In February 2006, the Facilities Corporation issued $106,320,000 of Water and Sewer Revenue Fixed Rate Certificates of Participation, Series 2006A. Proceeds of the sale of certificates are for the principal purpose of financing a portion of the cost of the design, acquisition and construction of the 2006A Projects. The 2006A Projects include, among others, the following capital improvements to the District's Water and Sewer System: (1) convert the San Jacinto's regional water reclamation facility to tertiary; (2) expand the capacity of the Perris Valley RWRF; (3) add clarifiers to the Perris Valley RWRF; (4) expand the capacity of the North San Jacinto Sewer System; (5) replace certain digester gas facilities at certain wastewater treatment plants; and (6) add a desalter pretreatment facility.

The 2006A Certificates include principal installments due in varying amounts from $3,725,000 to $4,990,000 annually on July 1, in the years 2012 to 2036, with interest payable semiannually beginning July 1, 2006, at rates per annum ranging from 3.75% to 5.00%.

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 106,320,000	$ -	$ -	**$ 106,320,000**	$ -
COP premium	3,356,067	-	(125,853)	**3,230,214**	125,852
Total	$ 109,676,067	$ -	$ (125,853)	**$ 109,550,214**	$ 125,852

Year Ending June 30:	Principal	Interest	Total
2011	$ -	$ 5,119,444	$ 5,119,444
2012	-	5,119,444	5,119,444
2013	3,725,000	5,030,850	8,755,850
2014	3,985,000	4,842,631	8,827,631
2015	4,180,000	4,638,506	8,818,506
2016-20	23,945,000	19,931,830	43,876,830
2021-25	26,610,000	13,621,659	40,231,659
2026-30	17,080,000	8,556,269	25,636,269
2031-35	21,805,000	3,763,663	25,568,663
2036	4,990,000	112,276	5,102,276
Total	$ 106,320,000	$ 70,736,572	$ 177,056,572

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

2001A, 2001C Refunding Certificates of Participation

In April 2001, the Facilities Corporation issued the following refunding certificates of participation:

2001A Refunding Certificates of Participation

$68,735,000 Water and Sewer Revenue Refunding Certificates of Participation, Series A to prepay $68,185,000 of the District's 1991A Certificates of Participation, to fund a debt service reserve established for the certificates, and to pay the municipal bond insurance policy premium and issuance costs of the certificates. The 2001A Certificates include principal installments due in varying amounts from $500,000 to $5,415,000 annually on July 1, in the years 2002 to 2020, with interest payable semiannually at rates per annum ranging from 3.40% to 5.375%. The 2001A Certificates with certificate payment dates on or after July 1, 2012, are subject to optional prepayment.

2001C Refunding Certificates of Participation

$13,985,000 Water and Sewer Revenue Refunding Certificates of Participation, Series C to prepay $13,165,000 of the District's 1993A Certificates of Participation, to fund a debt service reserve established for the certificates, and to pay the municipal bond insurance policy premium and issuance costs of the certificates. The 2001C Certificates include principal installments due in varying amounts from $100,000 to $1,770,000 annually on July 1, in the years 2002 to 2013, with interest payable semiannually at rates per annum ranging from 4.0% to 4.250%. The 2001C Certificates with certificate payment dates on or after July 1, 2012, are subject to optional prepayment.

2001A Refunding Certificates of Participation

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 50,065,000	$ -	$ (3,165,000)	**$ 46,900,000**	$ 3,290,000
Deferred refunding charges	(3,943,389)	-	364,005	**(3,579,384)**	(364,005)
COP premium	1,335,245	-	(123,253)	**1,211,992**	123,253
Total	$ 47,456,856	$ -	$ (2,924,248)	**$ 44,532,608**	$ 3,049,248

Year Ending June 30:	Principal	Interest	Total
2011	$ 3,290,000	$ 2,322,563	$ 5,612,563
2012	3,435,000	2,163,465	5,598,465
2013	3,610,000	1,978,538	5,588,538
2014	3,800,000	1,784,025	5,584,025
2015	4,000,000	1,581,650	5,581,650
2016-20	23,350,000	4,463,914	27,813,914
2021	5,415,000	135,375	5,550,375
Total	$ 46,900,000	$ 14,429,530	$ 61,329,530

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

2001A, 2001C Refunding Certificates of Participation (continued)

2001C Refunding Certificates of Participation

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 8,190,000	$ -	$ (1,515,000)	**$ 6,675,000**	$ 1,570,000
Deferred refunding charges	(419,671)	-	109,479	**(310,192)**	(109,479)
COP discount	(5,059)	-	1,320	**(3,739)**	(1,320)
Total	$ 7,765,270	$ -	$ (1,404,201)	**$ 6,361,069**	$ 1,459,201

Year Ending June 30:	Principal	Interest	Total
2011	$ 1,570,000	$ 244,275	$ 1,814,275
2012	1,635,000	180,175	1,815,175
2013	1,700,000	111,350	1,811,350
2014	1,770,000	37,613	1,807,613
Total	$ 6,675,000	$ 573,413	$ 7,248,413

5. Noncurrent Liabilities (continued)

Certificates of Participation (continued)

1991 Certificates of Participation

In March 1991, the Facilities Corporation issued $128,690,000 in Certificates of Participation Series 1991. Proceeds of the sale of certificates were used for the principal purpose of financing the cost of the design, acquisition and construction of certain wastewater capital improvements (the 1991 Project) to the District's water and sewer system.

The 1991 Certificates include $26,815,000 of serial certificates maturing in varying amounts from $1,440,000 to $2,910,000 annually from July 1, 1993 to July 1, 2005, with interest payable semiannually at rates ranging from 5.1% to 7.5%. Also, in this issue are $101,875,000 of term certificates due in varying amounts on July 1, 2008, 2012, 2020 and 2023, with interest payable semiannually at rates ranging from 6% to 6.75%. Certificates maturing prior to July 1, 2002 and on July 1, 2012 are not subject to prior redemption; Certificates maturing July 1, 2002 and after (except those maturing on July 1, 2012), may be called prior to maturity at par plus a premium of 2% in 2002, 1% in 2003, and 0% thereafter. The term certificates are subject to mandatory sinking fund requirements beginning July 1, 2006, in amounts varying from $3,105,000 in 2006 to $9,115,000 in 2023.

The 1991 Certificates were partially refunded by the series 1993B and 1998A Certificates.

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
Certificates of participation	$ 16,695,000	$ -	$ (3,775,000)	**$ 12,920,000**	$ 4,030,000
Total	$ 16,695,000	$ -	$ (3,775,000)	**$ 12,920,000**	$ 4,030,000

Year Ending June 30:	Principal	Interest	Total
2011	$ 4,030,000	$ 736,088	$ 4,766,088
2012	4,300,000	454,950	4,754,950
2013	4,590,000	154,913	4,744,913
Total	$ 12,920,000	$ 1,345,951	$ 14,265,951

5. Noncurrent Liabilities (continued)

General Obligation Bonds

The District's general obligation bonds are callable prior to maturity, subject to certain call premiums. The liability for the general district bonds and improvements within the respective special districts, and the funds for retirement thereof, are derived from a bond redemption levy in the assessed valuation of the individual districts.

General obligation bonds consist of the following at June 30:

	2010	2009
2005 General obligation bonds: Interest rates of the various bond issues outstanding range from 3.0% to 5.0%. Bonds mature annually in varying amounts through 2035.	**$ 15,550,000**	$ 16,260,000
2009 General obligation bonds: Interest rates of the various bond issues outstanding range from 3.0% to 5.625%. Bonds mature annually in varying amounts through 2040.	**31,625,000**	-
Total	**47,175,000**	16,260,000
Less current portion	**2,125,000**	710,000
Total noncurrent general obligation bonds	**$ 45,050,000**	$ 15,550,000
Total current portion	**$ 2,125,000**	$ 710,000
Add net unamortized discount/premium	**65,890**	10,450
Total net current portion	**$ 2,190,890**	$ 720,450
Total noncurrent portion	**$ 45,050,000**	$ 15,550,000
Add net unamortized discount/premium	**431,394**	235,323
Total net noncurrent portion	**$ 45,481,394**	$ 15,785,323

At June 30, 2010, general obligation bonds authorized but not issued total $547,650,000.

	Beginning Balance June 30, 2009	Additions	Reductions	Ending Balance June 30, 2010	Due Within One Year
General obligation bonds	$ 16,260,000	$ 31,625,000	$ (710,000)	**$ 47,175,000**	$ 2,125,000
Net bond premium/discount	245,773	312,781	(61,270)	**497,284**	65,890
Total	$ 16,505,773	$ 31,937,781	$ (771,270)	**$ 47,672,284**	$ 2,190,890

5. Noncurrent Liabilities (continued)

General Obligation Bonds (continued)

Year Ending June 30:	Principal	Interest	Total
2011	$ 2,125,000	$ 2,186,783	$ 4,311,783
2012	2,270,000	2,115,807	4,385,807
2013	2,345,000	2,041,333	4,386,333
2014	2,420,000	1,954,407	4,374,407
2015	2,520,000	1,855,658	4,375,658
2016-20	5,210,000	8,465,105	13,675,105
2021-25	6,460,000	7,137,853	13,597,853
2026-30	7,025,000	5,475,191	12,500,191
2031-35	8,920,000	3,422,864	12,342,864
2036	7,880,000	1,058,062	8,938,062
Total	$ 47,175,000	$ 35,713,063	$ 82,888,063

Reimbursable Agreements

The District enters into agreements with developers whereby certain facilities will be built by them that will support future development beyond their own. As this new development occurs, a portion of the connection fee revenue is allocated to a "reimbursement pool account" and a determination is made semi-annually based on a priority basis to remit these funds back to them.

Debt Service Reserve Funds

The District is required to maintain a Debt Service Reserve Fund to be used for the payment of principal and interest of its Certificates of Participation Bonds in the event that the District has not provided the Trustee with sufficient funds by the Installment Payment date to make the required Installment Sale Payments. The current required reserve amount as determined by the bond documents and the reserve balance at June 30, 2010 for each outstanding bond issue is:

5. Noncurrent Liabilities (continued)

Debt Service Reserve Funds (continued)

Description	Required	Actual	Excess
1991 COP	$ 4,902,100	$ 4,910,003	$ 7,903
2001A/2007A COP	7,203,000	7,421,865	218,865
2001C COP	667,500	813,176	145,676
2006A COP	8,635,399	8,843,105	207,706
2008A COP	5,651,000	5,663,822	12,822
2008B COP	4,253,624	4,365,771	112,147
2008C COP	5,440,000	5,448,487	8,487
2008D COP	5,476,000	5,488,549	12,549
2008E COP	5,102,395	5,112,964	10,569
2008F COP	5,000,000	5,120,275	120,275
2008G COP	5,000,000	5,120,275	120,275
2008H COP	14,003,500	14,086,941	83,441
Subtotal - COP	71,334,518	72,395,233	1,060,715
Prop. 82 loan - $3.15M	212,533	212,533	-
Prop. 204 loan - $2.00M	134,948	134,948	-
Prop. 204 loan - $42.10M	438,671	438,671	-
Subtotal - Loans	786,152	786,152	-
Total	$ 72,120,670	$ 73,181,385	$ 1,060,715

Master Resolution

The District adopted Resolution No. 2667, entitled "A Resolution of the Board of Directors of the Eastern Municipal Water District Providing for the Allocation of Water and Sewer Revenues" (the "Master Resolution") to establish various reserves and covenants of which the following are required to be maintained:

1) Debt Coverage Ratio
   The District has covenanted that Net Water and Sewer Revenues shall be at least 1.15 times the sum of all Debt Service on all Parity Obligations, plus the amount of all deposits required to be made to the Operating Reserve Fund. As of June 30, 2010, the District's debt coverage ratio was 2.0 times.

2) Operating Reserve Fund
   The District has covenanted that it will maintain a minimum of ¼ of its annual maintenance and operating costs as set forth in its operating budget in a separate reserve fund. This reserve amount was $34,007,084 at June 30, 2010 and $31,071,149 at June 30, 2009.

Defeasance of Debt

In January 2008, the District defeased Certificates of Participation series 2001B by placing the proceeds of the new debt in an irrevocable trust to provide for all future debt service payments on the defeased debt. Accordingly, the trust's assets and the liability for the defeased debt issue are not included on the District's statement of net assets. As of June 30, 2010 the outstanding balance of the 2001B COP was $53,172,641.

6. Interest Rate Swap Contracts

Plan Description

The fair value balances and notional amounts of financial instruments (instruments) outstanding subject to the requirements of Governmental Accounting Standards Board (GASB) Statement No. 53 at June 30, 2010, classified by type and the changes in fair value of such instruments for the year then ended are as follows:

	Changes in Fair Value		Fair Value at June 30, 2010		
	Classification	Amount	Classification	Amount	Notional
Business-type activities					
Cash flow hedges:					
(2008A COP) Pay-fixed interest rate swap					
	Deferred outflow	$ (3,180,849)	Debt	$ (6,523,071)	$ 56,155,000
(2008C COP) Pay-fixed interest rate swap – cost of funds					
	Deferred outflow	$ (1,955,308)	Debt	$ (9,854,660)	$ 51,640,000

The fair values of the interest rate swaps were estimated using the zero-coupon method. This method calculates the future net settlement payments required by the swap, assuming that the current forward rates implied by the yield curve correctly anticipate future spot interest rates.

These payments are then discounted using the spot rates implied by the current yield curve for hypothetical zero-coupon bonds due on the date of each future net settlement on the swaps.

Objective and Terms of Financial Instruments

The District entered into the financial instruments to increase interest rate savings realized by refunding various outstanding COP debt. The District realized greater interest savings from debt refinancing by issuing variable interest rate debt along with the financial instruments than would have been realized had the District issued conventional COP debt.

The following table displays the objective and terms of the District's financial instruments outstanding at June 30, 2010, along with the credit rating of the associated counterparty.

Type	Objective	Notional Amount	Effective Date	Maturity Date	Terms	Counterparty Credit Rating
Pay-fixed interest rate swap	Hedge of changes in cash flows on the 2008A COP debt issue	$ 56,155,000	1/18/2008	7/1/2030	Pay 3.1%; receive 66% of 1-month LIBOR from UBS	S&P: A+ Moody's: Aa3 Fitch: A+
Pay-fixed interest rate swap – cost of funds	Hedge of changes in cash flows on the 2008C COP debt issue	$ 51,640,000	5/26/1993	7/1/2020	Pay 5.135%; receive the variable rate on the EMWD 2008C COPs from AIG	S&P: A- Moody's: A3 Fitch: Bbb+

6. Interest Rate Swap Contracts (continued)

Credit Risk

The counterparty credit ratings as of June 30, 2010 are shown in the table above. If the counterparty credit rating is lowered to or below BBB+ and Baa1 by Standard & Poor's (S&P) and Moody's Investors Service (Moody's), respectively, the financial instruments may be terminated.

Interest Rate Risk

The District is exposed to interest rate risk on its financial instruments. As the 1-month LIBOR or the variable interest rate on the 2008C COP decreases, the District's net payment on the swap increases.

Basis Risk

The financial instruments expose the District to basis risk, which refers to a mismatch between the interest rate received from the swap contract and the interest paid on the variable rate payment to be made on the debt. The District pays the counterparty a fixed rate of 3.10% and receives 66% of 1-month LIBOR rate for the 2008A COP financial instrument, which may be different than the variable rate payments made on the 2008A COP debt. The District is at risk that the variable interest rate payments received from the counterparty will be less than the variable rate payments owed on the 2008A COP debt. For the 2008C COP financial instrument, the District and counterparty pay the same rate, so there is no basis risk.

Termination Risk

The financial instruments may be terminated by the District or its counterparty if the other party fails to perform under the terms of the contract. In addition, the District has the option to terminate the financial instruments upon proper notification to the counterparties. If the financial instruments are terminated, the District would prospectively pay the variable rates on the 2008A and 2008C COPs rather than fixed rate payments under the financial instruments. The termination could therefore increase the District's total debt service. If, at the time of termination, the financial instrument is in a liability position, the District would be liable to the counterparty for a payment equal to the negative fair value. As of June 30, 2010 and June 30, 2009 the financial instruments had a combined negative fair value of $16,377,731 and $11,241,573, respectively.

Collateral Requirements

The District's financial instruments include provisions that require the District to post collateral in the event its credit rating falls below A- as issued by Fitch Ratings and Standard & Poor's, or A3 as issued by Moody's Investors Service. The collateral posted is required to be in the form of cash or U.S. Treasury securities in the amount of the fair value of the financial instrument, net of agreed upon adjustments. If the District does not post collateral, the financial instruments may be terminated by the counterparties. At June 30, 2010, the aggregate fair value of all financial instruments with these collateral posting provisions is a negative $16,377,731. If the collateral posting requirements were triggered at June 30, 2010, the District would be required to post $16,377,731 to its counterparties. The District's credit rating is AA/AA+/Aa2 from Standard & Poor's, Fitch Ratings and Moody's Investors Service respectively; therefore, no collateral has been posted at June 30, 2010.

7. Defined Benefit Pension Plan

Plan Description

The District contributes to the California Public Employees' Retirement System (PERS), an agent multiple-employer public employee defined benefit pension plan. PERS provides retirement, disability benefits, and death benefits to plan members and beneficiaries. PERS acts as a common investment and administrative agent for participating public entities within the State of California. Copies of PERS' annual financial report can be obtained from its executive office at 400 Q Street, Sacramento, CA 95814.

All full-time District employees are eligible to participate in PERS with benefits vesting after five years of service. District employees who retire at age 55 with five years of credited service are entitled to an annual retirement benefit, payable monthly for life, in increasing percentage increments up to 2.5% of their salary during their highest consecutive twelve month period, for each year of credited service.

Funding Policy

District employees are required to contribute 8% of their annual salary to PERS. Of this 8%, the District funds 7% as agreed to in negotiations with its union. The District is required to contribute the remaining amount necessary to fund the benefits of its members, using the actuarial basis recommended by the PERS actuaries and actuarial consultants and adopted by the Board of Administration. For the year ended June 30, 2010, the amount contributed by the District on behalf of the employees is $3,190,062 (7% of the employee's 8% required contribution). The required employer contribution rate for fiscal year ended June 30, 2010 is 11.514% as determined by the annual PERS valuation. However, In July 2009, the District prepaid the required contribution as a lump-sum discounted amount of $5,181,022 which reduced the effective employer contribution rate to 0%.

Annual Pension Cost

Under GASB 27, an employer reports an annual pension cost (APC) equal to the annual required contribution (ARC) plus an adjustment for the cumulative difference between the APC and the employer's actual plan contributions for the year. The cumulative difference is called the net pension obligation (NPO). The ARC for the period July 1, 2009 to June 30, 2010 has been determined by an actuarial valuation of the plan as of June 30, 2007. The contribution rate for the indicated period is 11.514% of payroll for the Retirement Program. In order to calculate the dollar value of the ARC for inclusion in financial statements prepared as of June 30, 2010, the contribution rate, as modified by any amendments for the year, is multiplied by the payroll of covered employees that were paid during the period from July 1, 2009 to June 30, 2010.

7. Defined Benefit Pension Plan (continued)

Annual Pension Cost (continued)

A summary of principal assumptions and methods used to determine the ARC is shown below.

Valuation date	June 30, 2007
Actuarial cost method	Entry age actuarial cost method
Amortization method	Level percent of payroll
Average remaining period	27 years as of the valuation date
Asset valuation method	15 year smoothed market
Actuarial assumptions:	
Investment rate of return	7.75% (net of administrative expenses)
Projected salary increases	3.25% to 14.45% depending on age, service, and type of employment
Inflation rate	3.00%
Payroll growth	3.25%
Individual salary growth	A merit scale varying by duration of employment coupled with an assumed annual inflation growth of 3.00% and an annual production growth of 0.25%

Initial unfunded liabilities are amortized over a closed period that depends on the plan's date of entry into PERS. Subsequent plan amendments are amortized as a level percentage of pay over a closed 20-year period. Gains and losses that occur in the operation of the plan are amortized over a 30-year rolling period, which results in an amortization of about 6% of unamortized gains and losses each year. If the plan's accrued liability exceeds the actuarial value of plan assets, then the amortization payment on the total unfunded liability may not be lower than the payment calculated over a 30 year amortization period.

The total employees' required contribution paid to the PERS for 2010 and 2009 was $3,645,785 and $3,754,451, respectively (8% of current covered payroll). In both 2010 and 2009, the District paid 7% and the employees paid 1%. In 2010, the District paid $3,190,062 and employees paid $455,723. In 2009, the District paid $3,285,145 and the employees paid $469,306. The total employer's required contribution paid to PERS for 2010 and 2009 was $5,181,022 and $4,147,361, respectively. The contributions were made in accordance with actuarially determined requirements computed through an actuarial valuation performed prior to the beginning of each fiscal year by the PERS Actuarial Division.

Trend Information

Trend information gives an indication of the progress made in accumulating sufficient assets to pay benefits when due. The District's specific three-year trend information follows:

7. Defined Benefit Pension Plan (continued)

Trend Information (continued)

Three-year trend information for PERS (dollar amounts in millions):

Fiscal Year Ended	Annual Pension Cost (APC)	Percentage of APC Contributed	Net Pension Obligation
06/30/08	$ 6.61	100%	$ –
06/30/09	7.43	100%	–
06/30/10	8.37	100%	–

The following Schedule of Funding Progress for PERS (dollar amounts in millions) shows the recent history of the actuarial value of assets, actuarial accrued liability, their relationship, and the relationship of the unfunded actuarial accrued liability to payroll. This schedule presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits.

Actuarial Valuation Date	(A) Entry Age Actuarial Accrued Liability (AAL)	(B) Actuarial Value of Assets	(C) Unfunded AAL (UAAL) (A)-(B)	Funded Ratio (B)/A)	(D) Covered Payroll	UAAL as a Percentage of Covered Payroll (C)/(D)
06/30/06	$ 170.08	$ 153.22	$ 16.86	90.1%	$ 37.67	44.8%
06/30/07	194.72	168.00	26.72	86.3%	42.44	63.0%
06/30/08	208.53	181.96	26.57	87.3%	44.79	59.3%
06/30/09	(1)	(1)	(1)	(1)	46.93(2)	(1)

(1) Information not available.
(2) Actual PERS wages per District payroll records.

The information provided above for the Schedule of Funding Progress is based upon the most current information available from PERS.

8. Defined Contribution Plan

The District has a 401(a) money purchase defined contribution plan (Plan) covering all employees of the District who have completed one year of service. The Plan was adopted in January 1978 and may be amended by the District provided the trustee joins in such amendment. The District is required to contribute 7.15% of each eligible employee's compensation up to a maximum annual compensation of $16,500. The District's contributions to the Plan were $780,660 and $840,745 in 2010 and 2009, respectively.

9. Postemployment Benefits Other Than Pensions

Plan Description

Health Care Benefits

The District provides postemployment health care benefits to all qualified employees who meet the District's California Public Employees' Retirement System (PERS) plan requirements. This plan is an agent multiple-employer defined benefit OPEB plan. This plan contributes an amount for the retiree and dependents, as applicable, with eligibility based on the Health Benefit Vesting Requirements found in Government Code Section 22893 (Vesting for Contracting Agency Employees). This amount is 100% of the greater of the Blue Shield HMO or PERS Kaiser premium amounts. The District also provides healthcare benefits to elected official retirees in accordance with the District's Ordinance No. 70. This plan contributes up to the District's contribution amount for employees and dependent coverage.

Life Insurance Benefits

In addition, the District provides postemployment group life insurance to eligible retired employees and elected officials with a death benefit of $10,000 up to age 70 and $5,000 thereafter for employees; and a death benefit of $5,000 up to age 70 and $2,500 thereafter for elected officials.

The benefit provisions for retired employee health care and life insurance are established and amended through the memorandum of understanding between the District and the Union. The benefit provisions for retired elected official life insurance are established through the District's contract with the life insurance company. The District does not issue separate stand-alone financial reports for these plans.

Funding Policy and Annual OPEB Cost

Contribution requirements of the District are established and may be amended through the memorandum of understanding between the District and the Union for retired employees. The contribution requirements of the District for retired elected officials may be amended through Board action to update Ordinance 70, for the health benefit plan, or to update the contract with the life insurance company. The District's annual other postemployment benefit (OPEB) cost (expense) for the plan is calculated based on the *annual required contribution of the employer (ARC)*, an amount actuarially determined in accordance with the parameters of GASB Statement No. 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and to amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed 30 years. The District's annual OPEB cost for the current year and the related information for each plan are shown on the following page.

9. Postemployment Benefits Other Than Pensions (continued)

Funding Policy and Annual OPEB Cost (continued)

Contribution rates:

District	100% of pay-as-you-go amounts for employee and elected official monthly health care and life premiums
Plan members	Retirees pay the portion of the premium not paid by the District; for example, if they elect a more expensive plan than Blue Shield HMO or PERS Kaiser

Annual required contribution (ARC)	$ 11,087,000
Interest on net OPEB obligation (NOO)	590,000
Amortization on NOO	(540,000)
Annual OPEB cost	11,137,000
Contributions made	(2,005,343)
Increase in net OPEB obligation	9,131,657
Net OPEB obligation – beginning of year	13,284,421
Net OPEB obligation – end of year	$ 22,416,078

The District's annual OPEB cost which is equal to its annual required contribution has been recognized as a part of the operating expenses of the District in the accompanying financial statements. Consistent with the District's expense classification policies, the portion of the annual OPEB cost that was physically paid to retirees during the fiscal year has been included in the functional classifications of the various operational components of the District. The unpaid portion of the accrued actual OPEB cost has been presented on a separate line in the operating section of the statement of revenues, expenses, and changes in net assets.

The District's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation for 2008 through 2010 are shown in the following table. The District implemented GASB Statement No. 45 for the June 30, 2008 fiscal year end, so information is not available prior to 2008.

Plan	Year Ended	Annual OPEB Cost	Actual Contributions	Percentage of OPEB Cost Contributed	Net OPEB Obligation
Retired Employees/Elected Officials Healthcare and Life Insurance Plans	06/30/08	$ 8,021,000	$ 1,802,051	22.5%	$ 6,218,949
	06/30/09	8,940,000	1,874,528	21.0%	13,284,421
	06/30/10	11,137,000	2,005,343	18.0%	22,416,078

Funded Status and Funding Progress

The funded status of the plans as of June 30, 2008, the plan's most recent actuarial valuation date, is shown in the following table (dollar amounts in thousands). Actuarially determined amounts were not calculated separately for each plan.

9. Postemployment Benefits Other Than Pensions (continued)

Funded Status and Funding Progress (continued)

Actuarial accrued liability (a)	$ 94,534
Actuarial value of plan assets (b)	-
Unfunded actuarial accrued liability (funding excess) (a) – (b)	$ 94,534
Funded ratio (b)/(a)	N/A
Covered Payroll – active plan members (c)	$ 46,673
Unfunded actuarial accrued liability (funding excess) as a percentage of covered payroll ([(a)-(b)]/(c))	202.5%

Actuarial valuations involve estimates of the value of reported amounts and assumptions about the probability of events in the future. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared to past expectations and new estimates are made about the future.

Actuarial Methods and Assumptions

Projections of benefits are based on the substantive plan (the plan as understood by the employer and plan members) and include the types of benefits in force at the valuation date and the pattern of sharing benefit costs between the District and the plan members to that point. Actuarial calculations reflect a long-term perspective and employ methods and assumptions that are designed to reduce short-term volatility in actuarial accrued liabilities and the actuarial value of assets. Significant methods and assumptions were as follows:

Valuation date	June 30, 2008
Actuarial cost method	Entry age normal
Amortization method	Level percent of payroll
Remaining amortization period	30 years as of the valuation date
Asset valuation method	N/A – no assets
Actuarial assumptions:	
Investment rate of return	4.50%
General inflation rate	3.00%
Payroll growth	3.25%

Healthcare cost trend rate

	(% Increase Over Prior Year)			
Year	Non-Medicare		Medicare	
	HMO	PPO	HMO	PPO
2010	9.05%	9.75%	9.40%	10.10%
2011-2016	8.40%	9.00%	8.70%	8.30%
2017+	4.50%	4.50%	4.50%	4.50%

Initial unfunded liabilities are amortized over a closed 30-year period. This period was restarted for the June 30, 2008 valuation. Subsequent plan assumptions and method changes are amortized over a closed 20-year period. Gains and losses are amortized over an open 15-year period.

9. Postemployment Benefits Other Than Pensions (continued)

Trend Information

The Schedule of Funding Progress (dollar amounts in thousands) on the following page shows the recent history of the actuarial value of assets, actuarial accrued liability, their relationship, and the relationship of the unfunded actuarial accrued liability to payroll. The District implemented GASB Statement No. 45 in 2008.

Fiscal Year Impacted	Actuarial Valuation Date	(A) Entry Age Actuarial Accrued Liability (AAL)	(B) Actuarial Value of Assets	(C) Unfunded AAL (UAAL) (A)-(B)	Funded Ratio (B)/A)	(D) Covered Payroll	UAAL as a Percentage of Covered Payroll (C)/(D)
06/30/08	06/30/06	$ 83,666	$ -	$ 83,666	N/A	$ 36,369	230.0%
06/30/09 & 06/30/10	06/30/08	94,534	-	94,534	N/A	46,673	202.5%

10. Restricted and Unrestricted Net Assets

Restricted Net Assets

Restricted for debt service/covenants represents constraints placed on certain net assets as required by the District's Master Resolution and third party general obligation bondholders. Restricted for construction represents constraints placed on certain net assets as a result of legally restricted monies received and unspent from developers as required by State law.

Unrestricted Net Assets

As required by GASB Statement No. 34, net assets have been classified according to guidelines established for restricted assets. However, the unrestricted assets, although not legally restricted, have been established pursuant to Board Resolution No. 3359 and are primarily composed of reserves for various purposes. The unrestricted net assets at June 30, 2010 consist of:

Replacement and system betterment reserve	$ 105,925,088
Operational debt service reserve	9,697,531
General liability and workers comp. reserve	4,092,553
Other reserves	9,514,468
Total unrestricted net assets	$ 129,229,640

11. Commitments

Construction Contracts

The District is committed to approximately $60,182,585 million of open construction contracts as of June 30, 2010. The ten largest contracts outstanding include:

	Contract Amount	Balance To Complete
Moreno Valley RWRF APAD Project	$ 29,919,421	$ 22,385,529
Moreno Valley RWRF SCATT Project	28,696,077	17,406,903
Perris Valley RWRF Plant No. 3 Expansion	151,074,981	11,090,237
Gibbel Road Recycled Water Tank & Pipeline	5,335,645	3,799,945
San Jacinto Valley Recycled Water Pipeline	3,360,000	3,145,200
Temecula Valley RWRF Plant No. 1 Aeration Header	1,087,333	905,933
Menifee Lakes Recycled Water	1,227,400	901,778
Design/Build Del Rio Sewer	2,494,000	192,238
East Valley Pipeline Replacement	558,234	145,425
Oleander Transmission Pipeline	7,317,443	65,000
Total	$ 231,070,544	$ 60,038,188

Soboba Settlement Act

This Act was signed into Law by the President of the United States of America on July 31, 2008. This Act approved the Settlement Agreement between the Soboba Band of Luiseno Indians; the United States of America (as trustee for the Soboba Tribe); the Lake Hemet Municipal Water District (LHMWD); MWD and the District. The Soboba Tribe negotiated a water rights claim with these local water districts for the Tribe's lost water resources from springs and creeks on its Reservation caused by construction of the San Jacinto Tunnel by MWD, and by construction of Lake Hemet by the LHMWD.

The Settlement Agreement provides that:

a. The Tribe shall have a senior rights to 9,000 acre feet of water each year;
b. The local agencies shall develop a groundwater management plan (and a committee to operate that plan);
c. The District shall contract with MWD for a long term water supply agreement to bring 7,500 acre feet of additional imported water into the area to meet the current and future needs;
d. The local agencies are to construct facilities to bring in the additional water and recharge it into the groundwater basin;
e. The groundwater management plan is to include arrangements between the municipal pumpers in the area (LHMWD, the cities of Hemet and San Jacinto, and the District) regarding limitations on pumping from the groundwater basin;
f. The federal government will provide some funding for compliance with the agreement; and,
g. MWD and the District will transfer land that each agency owns to the Tribe in full satisfaction of the tribe's damages as a result of construction of the San Jacinto Tunnel.

11. Commitments (continued)

Soboba Settlement Act (continued)

The District's share for the construction of the facilities and use of Tribe's water is estimated to be $8,416,800. This amount is calculated as:

Amount	Description of costs
$ 17,000,000	Soboba settlement cost for unused water
23,200,000	Estimated construction costs for facilities
(10,000,000)	Federal contribution to the construction of facilities
(5,000,000)	State grant approved for the construction of facilities
$ 25,200,000	Total
33.4%	Liability percentage
$ 8,416,800	District's expected share of costs

The District has opened escrow on the land and the designated funds deposit will occur when the agreement is enforceable, which is expected to be sometime early in 2011.

Claims and Judgments

The District is exposed to various risks of loss related to torts, theft, damage, and destruction of assets, error and omissions, road and walkway design hazards, vehicle accidents and natural disasters for which the District maintains various insurance programs. The District has entered into contracts to supervise and administer these programs.

The District retains risk for losses sustained because of liability imposed on the employer (District) by the Workers' Compensation Act. For general liability, the District maintains excess insurance coverage of $10 million per occurrence with a $1,000,000 self-insured retention.

Liabilities are recorded when it is probable that a loss has been incurred and the amount of the loss can be reasonably estimated. The liability for claims and judgments is included in other accrued expenses. The District did not have any nonincremental claims adjustment expenses that needed to be included as part of the unpaid claims liability. No structured settlements were entered into for the years ended June 30, 2010 and 2009. Changes in claims payable for the years ended June 30 are as follows:

	2010	2009
Unpaid claims, beginning	**$ 1,686,386**	$ 1,198,225
Incurred claims and changes in estimates	**4,361,365**	1,495,774
Claim payments	**(1,395,356)**	(1,007,613)
Unpaid claims, ending	**$ 4,652,395**	$ 1,686,386

There was no significant reduction in insurance coverage by major categories of risk from fiscal year 2008/09 to fiscal year 2009/10. Furthermore, there has been no settlement which exceeded insurance coverage for the past three fiscal years.

11. Commitments (continued)

Special Funding District Bonds

These bonds are not direct liabilities of the District, and their payment is secured by valid liens on certain lands. Reserves have been established from the bond proceeds to meet delinquencies, should they occur. Neither the faith and credit nor the taxing power of the District is pledged to the payment of the bonds. If delinquencies occur beyond the amounts held in those reserves, the District has no duty to pay those delinquencies out of any other available funds. The District acts solely as an agent for those paying assessments or special taxes and the bond holders. The Special Funding District Bonds outstanding at June 30, 2010 and 2009, were $216,189,033 and $219,041,057 respectively, and are not included in the District's financial statements.

12. Contingencies

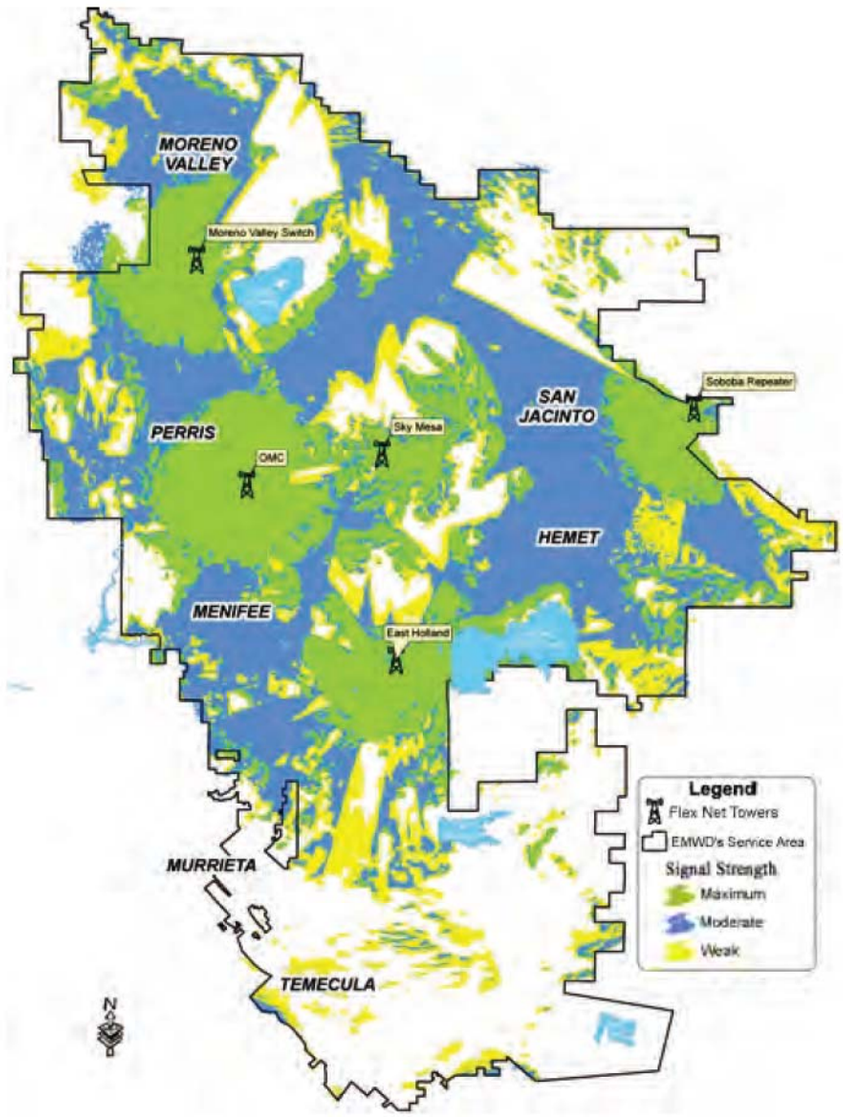
The District is a defendant in various legal actions. Management believes that the ultimate resolution of these actions will not have a significant effect on the District's financial position or results of operations.

13. Santa Ana Watershed Project Authority

The Santa Ana Watershed Project Authority (SAWPA) was formed in 1975, pursuant to the provisions of Article 1, Chapter 5, Division 7, Title 1 of the Government Code of the State of California relating to the joint exercise powers common to public agencies. The purpose of SAWPA is to undertake projects for water quality control and protection and pollution abatement in the Santa Ana Watershed. The authority is governed by a 5-member Commission, consisting of one member from each of the five-member agencies; an alternate from each member agency is also designated. The Commission members select a Commissioner and an alternate. The District became a member of SAWPA in September 1984. An independent audit report is prepared annually and is available for public inspection at the offices of the Authority.

14. Advances from Developers

The District receives deposits from developers in advance to cover various costs for both sewer and water related projects. At June 30, 2010 and 2009, the amount of refundable deposits were $22,338,776 and $29,850,836, respectively. However, when a project is closed, the developer is refunded only the amount remaining after offsetting all accumulated work in process costs. If costs exceed the deposit amount during the project, the developer is billed for additional deposits.



FLEX NET TECHNOLOGY
FIVE TOWERS THROUGHOUT THE DISTRICT'S SERVICE AREA

REDUCES METER READ TIME

Flex Net is a fixed based meter reading technology that reads meters automatically on an houly basis. This technology uses strategically located towers, which transmit a signal to preprogrammed meters. Flex Net reduces manual meter read time by approximately 83%, reduces associated vehicle, labor, and fuel expenses, and provides a higher level of meter reading accuracy. Coupled with the District's current water budget rate structure, this technology will provide customers a tool to monitor daily consumption and manage their water budget allocation.

Eastern Municipal Water District

Statistical Section

This part of the District's comprehensive annual financial report presents detailed information as a context for understanding what the information in the accompanying financial statements, notes to the basic financial statements, and required supplementary information says about the District's overall financial health.

Contents

Financial Trends

These schedules contain trend information to help the reader understand how the District's financial performance and well-being have changed over time.

Revenue Capacity

These schedules contain information to help the reader assess the factors affecting the District's ability to generate revenues.

Debt Capacity

These schedules present information to help the reader assess the affordability of the District's current levels of outstanding debt and the District's ability to issue additional debt in the future.

Demographic and Economic Information

These schedules offer demographic and economic indicators to help the reader understand the environment within which the District's financial activities take place and to help make comparisons over time and with other agencies.

Operating Information

These schedules contain information about the District's operations and resources to help the reader understand how the District's financial information relates to the services the District provides and the activities it performs.

Sources: Unless otherwise noted, the information in these schedules is derived from the comprehensive annual financial reports for the relevant year. *The District implemented GASB Statement No. 34 in 2002.*

NET ASSETS BY COMPONENT
LAST NINE FISCAL YEARS

Fiscal Year	2002	2003	2004	2005	2006	2007	2008	2009	2010
Invested in capital assets, net of related debt	$ 564,160,887	$ 615,364,770	$ 670,647,558	$ 747,790,921	$ 864,024,679	$ 963,472,752	$ 1,097,667,937	$ 1,084,747,657	$ 1,120,121,593
Restricted for debt service/covenants	45,553,269	45,912,373	49,428,231	50,932,809	58,964,117	57,377,104	56,443,385	58,248,958	65,090,658
Restricted for construction	106,195,442	140,113,828	186,769,808	179,216,380	193,659,075	238,268,776	133,617,326	169,061,541	150,977,362
Unrestricted	130,885,167	90,953,153	84,967,519	96,710,649	86,541,422	62,672,401	101,896,457	120,482,286	129,229,640
Total net assets	$ 846,794,765	$ 892,344,124	$ 991,813,116	$ 1,074,650,759	$ 1,203,189,293	$ 1,321,791,033	$ 1,389,625,105	$ 1,432,540,442	$ 1,465,419,253
% Increase		5.4%	11.1%	8.4%	12.0%	9.9%	5.1%	3.1%	2.3%

Note: The information shown is retroactive to implementation of GASB Statement No. 34.

Source: Eastern Municipal Water District

CHANGES IN NET ASSETS
LAST NINE FISCAL YEARS

Fiscal Year	Operating Revenues Water[3]	Operating Revenues Wastewater	Operating Expenses[2] Water	Operating Expenses[2] Wastewater	Operating Loss	Total Nonoperating Revenues/ (Expenses)	Income Before Capital Contributions	Capital Contributions[1]	Change in Net Assets
2002	$ 58,355,346	$ 29,008,146	$ 69,924,459	$ 44,954,646	$ (27,515,613)	$ 42,575,251	$ 15,059,638	$ 11,251,237	$ 26,310,875
2003	60,565,819	31,382,908	75,448,383	48,285,185	(31,784,841)	61,427,456	29,642,615	15,906,744	45,549,359
2004	64,796,401	35,565,428	76,225,644	52,199,401	(28,063,216)	94,022,649	65,959,433	33,509,559	99,468,992
2005	66,258,221	41,238,057	85,135,040	59,332,209	(36,970,971)	89,195,075	52,224,104	30,613,539	82,837,643
2006	77,611,474	47,407,080	96,891,371	67,918,954	(39,791,771)	120,029,885	80,238,114	48,300,420	128,538,534
2007	92,679,789	53,066,742	113,677,146	77,853,830	(45,784,445)	106,629,828	60,845,383	57,756,357	118,601,740
2008	94,135,642	56,972,828	122,519,535	90,017,563	(61,428,628)	90,911,996	29,483,368	38,350,704	67,834,072
2009	103,013,429	62,611,918	122,515,771	94,629,395	(51,519,819)	59,613,648	8,093,829	34,821,508	42,915,337
2010	102,747,031	65,937,963	134,191,352	95,978,925	(61,485,283)	50,659,783	(10,825,500)	43,704,311	32,878,811

Notes:
The information shown is retroactive to implementation of GASB Statement No. 34.

1. Increased construction activity relating to growth and market conditions accounts for the increases in contributed infrastructure from 2004-2007. This amount decreased for 2008 and 2009 due to lower construction activity, and increased in 2010 due to District-wide efforts to close out construction projects.

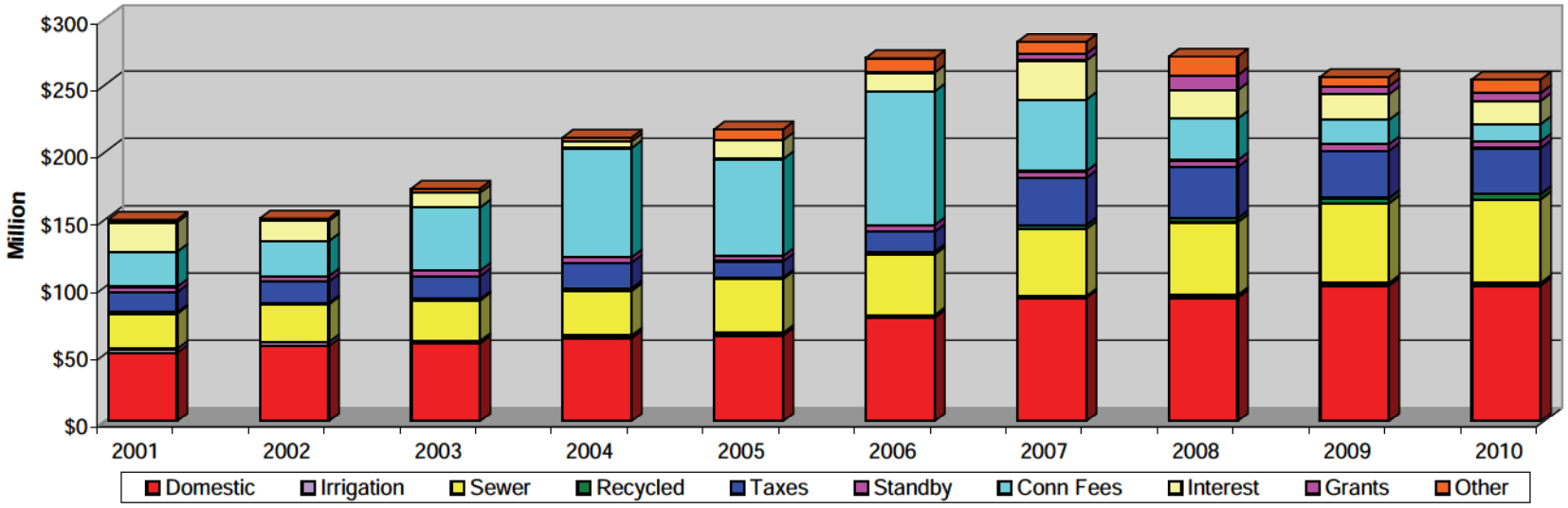
2. GASB Statement No. 45 was implemented for 2008; net other postemployment benefit expense of $6.2, $7.1, and $9.1 million for 2008, 2009 and 2010, respectively, is included.

3. The District implemented a budget-based tiered rate structure for April 2009 bills to single and multifamily residential and landscape customers. This structure is designed to be revenue neutral, but significant billings were in the higher use wasteful tiers. Billings in these tiers decreased in 2010 due to conservation efforts.

Source: Eastern Municipal Water District

REVENUES BY SOURCE
LAST TEN FISCAL YEARS

Fiscal Year	Domestic Water Sales	% of Total	Ag & Irrig Water Sales	% of Total	Sewer Service Charges	% of Total	Recycled Water Sales	% of Total	Taxes & Assmnts[1]	% of Total	Standby Charges	% of Total	Connect Fees[2]	% of Total	Interest Income[3]	% of Total	Grants[4]	% of Total	Other	% of Total	Total Revenues
2001	$51,360,308	34.1%	$2,859,387	1.9%	$26,123,677	17.3%	$1,364,456	0.9%	$15,164,499	10.0%	$3,858,132	2.6%	$25,949,508	17.2%	$22,194,517	14.7%	$ -	0.0%	$1,901,955	1.3%	$150,776,439
2002	55,736,727	37.1%	2,618,619	1.7%	27,825,278	18.5%	1,182,868	0.8%	15,744,074	10.5%	3,929,860	2.6%	25,740,750	17.1%	15,407,309	10.2%	-	0.0%	2,283,437	1.5%	150,468,922
2003	58,351,059	33.6%	2,214,760	1.3%	29,973,084	17.2%	1,409,824	0.8%	16,914,346	9.7%	4,006,786	2.3%	46,960,911	27.0%	11,219,083	6.5%	-	0.0%	2,712,153	1.6%	173,762,006
2004	62,824,662	29.6%	1,971,739	0.9%	33,496,234	15.8%	2,069,194	1.0%	18,698,381	8.8%	4,172,104	2.0%	80,804,323	38.0%	5,186,086	2.4%	-	0.0%	3,183,193	1.5%	212,405,916
2005	64,092,906	29.5%	2,165,315	1.0%	39,739,370	18.3%	1,498,687	0.7%	11,517,848	5.3%	4,354,591	2.0%	72,445,434	33.4%	13,576,749	6.3%	-	0.0%	7,693,026	3.5%	217,083,926
2006	76,543,807	28.5%	1,067,667	0.4%	45,462,646	16.9%	1,944,434	0.7%	14,747,589	5.5%	4,518,411	1.7%	99,485,272	37.1%	13,804,446	5.2%	-	0.0%	10,808,046	4.0%	268,382,318
2007	91,596,156	32.5%	1,083,633	0.4%	50,318,414	17.9%	2,748,328	1.0%	34,849,428	12.4%	4,667,297	1.7%	52,894,363	18.8%	29,287,538	10.4%	4,598,769	1.6%	9,321,989	3.3%	281,365,915
2008	91,864,344	34.0%	2,271,298	0.8%	54,408,172	20.1%	2,564,656	0.9%	37,648,103	13.9%	4,868,154	1.8%	30,706,687	11.4%	20,579,581	7.7%	11,261,996	4.2%	13,867,981	5.2%	270,040,972
2009	100,967,796	38.9%	2,045,633	0.8%	58,889,788	22.7%	3,722,130	1.4%	35,102,975	13.5%	5,015,076	1.9%	17,789,045	6.9%	19,093,011	7.4%	6,466,818	2.5%	10,224,676	4.0%	259,316,948
2010	100,699,778	39.7%	2,047,253	0.8%	61,885,298	24.4%	4,052,665	1.6%	33,559,211	13.2%	5,246,008	2.1%	13,010,929	5.1%	16,764,213	6.6%	6,063,577	2.4%	10,510,099	4.1%	253,839,031



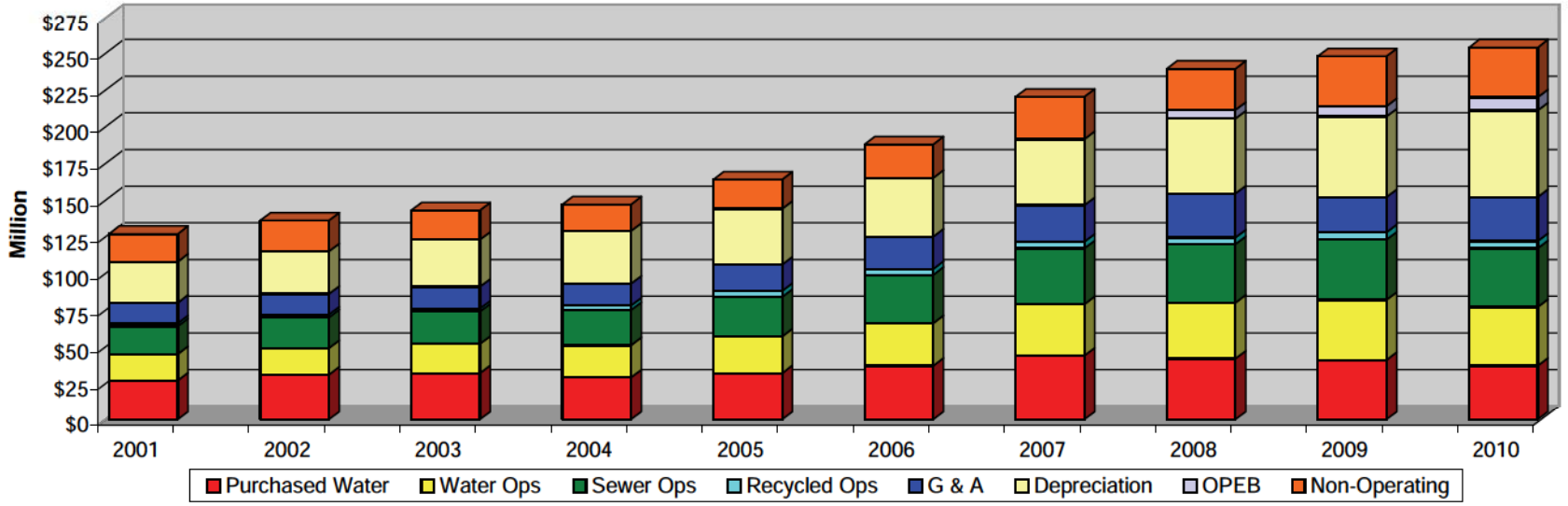
Notes:

1. In 2007, the District received its full share of property taxes, which were lower for the prior two years due to the state mandated property tax shift from local governments. The increase is also due to a 20% increase in assessed valuations and growth in customer base.
2. The decrease in connection fees is due to lower construction activity in 2007-2010 relating to the nationwide financial recession.
3. Increased interest income for 2007 and 2008 is due to a higher average portfolio balance and higher average yields. For 2008-2010, the higher amount relates to invested COP and GO bond issuance funds
4. Grants revenue was separately stated beginning 2007. Previously, these amounts were shown as capital contributions or other revenue.

Source: Eastern Municipal Water District

EXPENSES BY FUNCTION
LAST TEN FISCAL YEARS

Fiscal Year	Purchased Water	% of Total	Water Operations	% of Total	Sewer Operations	% of Total	Recycled Water Operations	% of Total	General & Admin[1]	% of Total	Depr. & Amort	% of Total	Net OPEB[2]	% of Total	Total Non-Operating Expenses	% of Total	Total Expenses
2001	$26,985,006	21.2%	$17,606,824	13.8%	$19,313,651	15.2%	$1,922,568	1.5%	$14,463,535	11.4%	$27,887,507	21.9%	$ -	0.0%	$19,062,414	15.0%	$127,241,505
2002	30,632,930	22.6%	17,886,826	13.2%	20,540,533	15.2%	1,988,321	1.5%	14,395,481	10.6%	29,435,014	21.7%	-	0.0%	20,530,179	15.2%	135,409,284
2003	32,307,403	22.4%	19,534,843	13.6%	22,151,919	15.4%	2,410,213	1.7%	15,317,533	10.6%	31,911,657	22.2%	-	0.0%	20,385,823	14.1%	144,019,391
2004	29,104,840	19.9%	21,777,484	14.9%	23,789,668	16.2%	2,992,339	2.0%	15,186,601	10.4%	35,574,113	24.3%	-	0.0%	18,021,438	12.3%	146,446,483
2005	32,380,524	19.6%	25,111,134	15.2%	27,194,672	16.5%	3,789,915	2.3%	18,418,043	11.2%	37,572,961	22.8%	-	0.0%	20,392,573	12.4%	164,859,822
2006	36,817,458	19.6%	29,030,238	15.4%	33,061,321	17.6%	4,289,919	2.3%	21,520,070	11.4%	40,091,319	21.3%	-	0.0%	23,333,879	12.4%	188,144,204
2007	43,866,732	19.9%	35,332,561	16.0%	37,404,662	17.0%	4,379,135	2.0%	25,292,047	11.5%	45,255,839	20.5%	-	0.0%	28,989,556	13.1%	220,520,532
2008	41,653,430	17.3%	38,447,533	16.0%	39,976,740	16.6%	5,071,116	2.1%	30,138,792	12.5%	51,030,538	21.3%	6,218,949	2.6%	28,020,506	11.6%	240,557,604
2009	41,318,803	16.4%	40,834,689	16.3%	41,160,507	16.4%	4,749,447	1.9%	27,471,196	10.9%	54,545,053	21.7%	7,065,471	2.8%	34,077,953	13.6%	251,223,119
2010	46,936,179	17.7%	39,967,447	15.1%	39,657,747	15.0%	5,466,039	2.1%	30,256,670	11.4%	58,754,538	22.2%	9,131,657	3.5%	34,494,254	13.0%	264,664,531



Notes:

1. The increase in general and administrative charges in 2008 primarily relates to increased legal expense for a lawsuit the District is involved in - United States of America v. EMWD. The decrease in 2009 primarily relates to settlement of the lawsuit and department-wide cost-containment efforts. This amount was offset by a reclassification of net internal service funds which were reclassified to other nonoperating revenues beginning in 2009. The increase in 2010 primarily relates to recording a $3.0 million increase in worker's compensation liability reserve.
2. The District implemented GASB Statement No. 45 for 2008.

Source: Eastern Municipal Water District

WATER PRODUCED AND CONSUMED AND WASTEWATER TREATED
LAST TEN FISCAL YEARS

Fiscal Year	Water: Gallons Produced[1]				Water: Gallons Consumed			Water: Unbilled		Gallons of Wastewater Treated	Total Direct Rate: Water		
	Purchased	Wells	Desalters[2]	Total	Domestic	Ag & Irrig	Total	Total	Avg %		Base Rate[3,6]	Usage Rate[4,6]	Sewer[5]
2001	22,128	6,596	-	28,724	24,590	2,893	27,483	1,241	4.3%	11,695	$ 6.02	$ 29.46	$ 14.68
2002	25,096	6,032	-	31,128	26,748	2,656	29,404	1,724	5.5%	11,508	6.02	29.46	14.84
2003	26,056	5,925	95	32,076	28,315	2,135	30,450	1,626	5.1%	12,417	7.27	29.50	15.18
2004	24,722	5,763	536	31,021	27,092	1,689	28,781	2,240	7.2%	13,963	7.45	30.10	16.17
2005	24,532	5,352	217	30,101	26,247	1,698	27,945	2,156	7.2%	15,805	7.70	31.04	17.40
2006	25,818	6,353	944	33,115	29,688	771	30,459	2,656	8.0%	16,352	8.15	32.36	18.86
2007	29,866	6,071	1,613	37,550	33,883	1,263	35,146	2,404	6.4%	16,786	8.43	34.40	19.64
2008	28,254	6,591	982	35,827	32,284	1,537	33,821	2,006	5.6%	16,906	10.04	36.38	20.58
2009	25,390	6,332	1,455	33,177	30,721	1,225	31,946	1,232	3.7%	16,482	10.52	41.52	21.88
2010	23,042	5,555	1,816	30,413	27,001	1,116	28,117	2,296	7.5%	16,436	10.52	46.32	22.73

Notes:
The information shown does not include recycled water.
1. Gallons are presented in millions.
2. No desalter facilities existed prior to 2003.
3. Rate shown is based on the daily fixed charge for meters up to and including 1".
4. Rate shown is an average rate for 20 billing units. A billing unit is 100 cubic feet of water or 748 gallons.
5. Rate shown is an average rate for one month of service.
6. In January 2009, the District revised the daily fixed charge meter factors for all domestic retail customers. In April 2009, the District implemented a budget-based tiered-rate structure for single-family and multi-family residential and landscape domestic usage.

Source: Eastern Municipal Water District

WATER AND SEWER RATES
LAST TEN FISCAL YEARS

Fiscal Year	2001	2002	2003	2004	2005	2006	2007	2008	2009[3]	2010
Water Rates										
Monthly base rate (meter size)										
<=1"	$ 6.02	$ 6.02	$ 7.27	$ 7.45	$ 7.70	$ 8.15	$ 8.43	$ 10.04	$ 10.52	$ 10.52
1 1/2"	9.03	9.03	10.90	11.19	11.56	12.23	12.65	15.06	27.68	27.68
2"	12.05	12.05	14.54	14.90	15.39	16.30	16.85	20.08	51.40	51.40
3"	24.09	24.09	29.08	29.81	30.78	32.61	33.70	40.15	171.25	171.25
4"	30.11	30.11	36.35	37.26	38.48	40.76	42.16	50.19	270.40	270.40
6"	42.16	42.16	50.89	52.16	53.87	57.06	59.01	70.26	505.53	505.53
8"	48.18	48.18	58.16	59.62	61.56	65.21	67.40	80.30	633.28	633.28
Usage rate (per billing unit)[1]	$ 29.46	$ 29.46	$ 29.50	$ 30.10	$ 31.04	$ 32.36	$ 34.40	$ 36.38	$ 41.52	$ 46.32
Sewer Rates (avg per month)[2]	$ 14.68	$ 14.84	$ 15.18	$ 16.17	$ 17.40	$ 18.86	$ 19.64	$ 20.58	$ 21.88	$ 22.73

Notes:

The information shown does not include recycled water.

Rates are adopted by the Board of Directors annually and become effective on the date of adoption or per Board direction.

1. Rate shown is an average for 20 billing units. A billing unit is 100 cubic feet of water or 748 gallons.
2. The District charges a fixed daily service rate for sewer service for each of its 5 sewer service areas. The average per month is calculated as the weighted average daily rate, times 365 days per year, divided by 12 months per year.
3. In January 2009, the District revised the daily fixed charge meter factors for all domestic retail customers. In April 2009, the District implemented a conservation-based tiered-rate structure for domestic single-family and multi-family residential usage and landscape usage.

Source: Eastern Municipal Water District

LARGEST DOMESTIC WATER CUSTOMERS
AS OF JUNE 30, 2010

	Customer Name	Sales in Acre Feet	Annual Revenues	Percentage
1	City of Perris[1]	1,843	$ 1,594,810	19.5%
2	Western Municipal Water District[1,2]	1,511	1,179,192	14.3%
3	Moreno Valley School District	967	1,075,792	13.0%
4	Valley-Wide Recreation Park	927	1,030,191	12.5%
5	Nuevo Mutual Water Company[1]	871	695,737	8.4%
6	City of Moreno Valley	767	818,017	9.9%
7	Val Verde Unified School District	551	588,704	7.1%
8	Shadow Mountain Comm. Assoc.	411	464,164	5.5%
9	City of Murrieta	394	444,345	5.4%
10	City of Hemet	293	365,277	4.3%
	Total	**8,535**	**$ 8,256,228**	
	Total domestic water sales	82,864	$ 100,699,778	
	Percentage of total	10.3%	8.2%	

Notes:

For compliance with GASB Statement No. 34, data for fiscal year ended June 30, 2001 is not available.

Data includes potable water sales to all non-agricultural customers.

1. Wholesale customer.
2. Sales relate to Murrieta County Water District customers. This water district was purchased by the Western Municipal Water District.

Source: Eastern Municipal Water District

LARGEST AGRICULTURAL & IRRIGATION WATER CUSTOMERS
AS OF JUNE 30, 2010

	Customer Name	Annual Water Sales in Acre Feet	Annual Revenues	Percentage
1	C and R Farms	454	$ 252,590	28.8%
2	Mc Anally Egg Enterprises	141	130,164	14.9%
3	Kevin and Pauline Doan	129	101,479	11.6%
4	Abacherli Dairy	103	84,529	9.6%
5	Metropolitan Water District	66	58,844	6.7%
6	Valley Wide Recreation & Park	78	58,542	6.7%
7	H P Mobile Estates	69	51,650	5.9%
8	Demler Egg Ranch	96	51,269	5.9%
9	Pastime Lakes Dairy	102	45,312	5.2%
10	MCM Poultry	45	41,994	4.8%
	Total	**1,282**	**$ 876,373**	
	Total ag. & irrigation water sales	3,426	$ 2,047,253	
	Percentage of total	37.4%	42.8%	

Notes:

For compliance with GASB Statement No. 34, data for fiscal year ended June 30, 2001 is not available.

The District has a number of irrigation water rates depending upon service area and whether deliveries are scheduled or unscheduled.

Source: Eastern Municipal Water District

LARGEST RECYCLED WATER CUSTOMERS
AS OF JUNE 30, 2010

	Customer Name	Annual Water Sales in Acre Feet	Annual Revenues	Percentage
1	Inland Empire Energy Center LLC	2,194	$ 635,324	36.2%
2	Agri Empire	3,311	219,574	12.5%
3	SCGA Members Club	555	160,877	9.2%
4	Hemet Golf Club Landmark	346	137,665	7.9%
5	Rancho Casa Loma	2,699	121,347	6.9%
6	A G Sod Farms	1,822	121,104	6.9%
7	City of Moreno Valley	336	97,212	5.5%
8	SJ Wildlife Dept. of Fish and Game	2,519	89,466	5.1%
9	Sun City Golf Course LLC	309	89,259	5.1%
10	Bai Jianhua	351	81,112	4.6%
	Total	**14,441**	**$ 1,752,939**	
	Total recycled water sales	28,272	$ 4,052,665	
	Percentage of total	51.1%	43.3%	

Notes:

For compliance with GASB Statement No. 34, data for fiscal year ended June 30, 2001 is not available.

The District has a number of recycled water rates depending upon size of pipe, agricultural or non-agricultural usage and level of treatment.

Source: Eastern Municipal Water District

LARGEST SEWER CUSTOMERS
AS OF JUNE 30, 2010

	Customer Name	Annual Revenues	Percentage
1	Pechanga Resort and Casino	$ 460,748	26.9%
2	Broadstone Vista Apartments	245,915	14.3%
3	Murrieta Valley Unified School Distric	145,103	8.5%
4	Western States Mobile Home Park	141,400	8.2%
5	Westwind Enterprises	132,263	7.7%
6	Silverado Apartment Homes	128,351	7.5%
7	United Dominion Realty Trust	122,487	7.1%
8	Hemet Unified School District	121,056	7.1%
9	Sienna Point Apartments LP	109,476	6.4%
10	Rancho Las Brisas Apartments	108,950	6.3%
	Total	**$ 1,715,748**	
	Total sewer revenue	$61,885,298	
	Percentage of total revenue	2.8%	

Note:

For compliance with GASB Statement No. 34, data for fiscal year ended June 30, 2001 is not available.

Source: Eastern Municipal Water District

SUMMARY OF IMPORTED WATER RATES
LAST TEN FISCAL YEARS
(dollars per acre-foot)

Rates Effective Beginning January[1]		Full Service Domestic		Interim Agricultural Program		Shift Seasonal Storage			Long Term Seasonal Storage	
		Treated	Untreated	Treated	Untreated	Treated	Untreated	Recycled	Treated	Untreated
2001		$ 431	$ 349	$ 294	$ 236	$ 334	$ 277	$ 113	$ 290	$ 233
2002		431	349	294	236	345	288	113	290	233
2003	Tier 1	408	326	294	236	-	-	-	290	233
	Tier 2	489	407	n/a	n/a	-	-	-	n/a	n/a
2004	Tier 1	418	326	304	236	-	-	-	300	233
	Tier 2	499	407	n/a	n/a	-	-	-	n/a	n/a
2005	Tier 1	443	331	329	241	-	-	-	325	238
	Tier 2	524	412	n/a	n/a	-	-	-	n/a	n/a
2006	Tier 1	453	331	339	241	-	-	-	335	238
	Tier 2	549	427	n/a	n/a	-	-	-	n/a	n/a
2007	Tier 1	478	331	364	241	-	-	-	360	238
	Tier 2	574	427	n/a	n/a	-	-	-	n/a	n/a
2008	Tier 1	508	351	394	261	-	-	-	390	258
	Tier 2	606	449	n/a	n/a	-	-	-	n/a	n/a
2009	Tier 1	579	412	465	322	-	-	-	436	294
	Tier 2	695	528	n/a	n/a	-	-	-	n/a	n/a
2010	Tier 1	701	484	615	416	-	-	-	558	366
	Tier 2	811	594	n/a	n/a	-	-	-	n/a	n/a

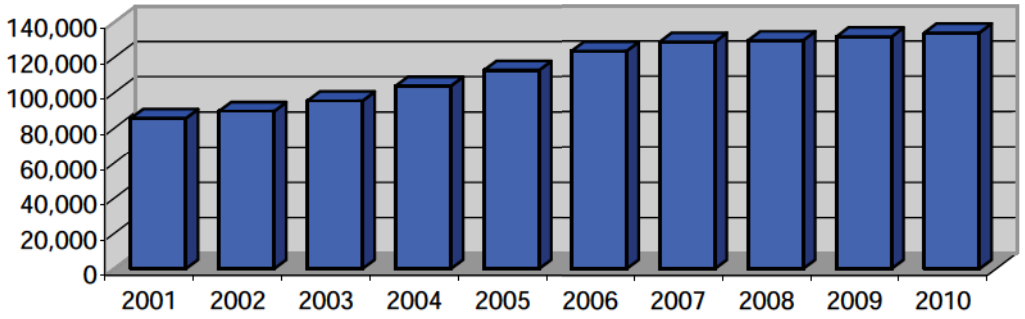
Note: 1. MWD implemented a new two-tiered commodity rate structure effective January 1, 2003.

Source: Metropolitan Water District of Southern California (MWD)

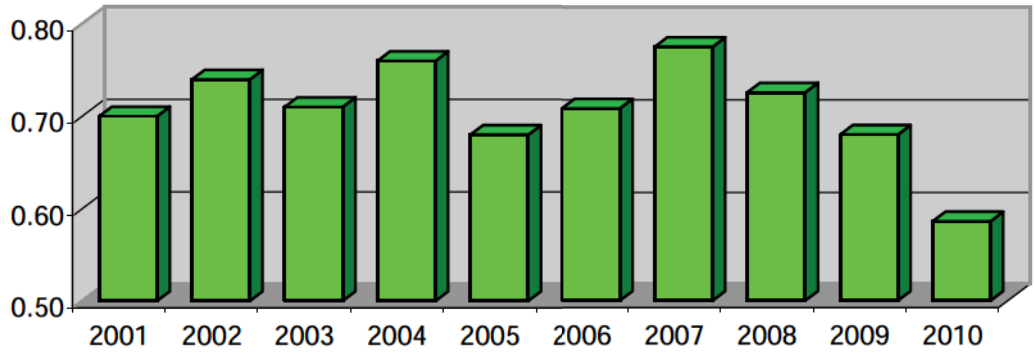
ANNUAL DOMESTIC CONSUMPTION (AF)
LAST TEN FISCAL YEARS

Fiscal Year	Usage (AF)	Active Accounts	Average AF per Account
2001	60,231	85,638	0.70
2002	66,293	89,569	0.74
2003	67,345	95,449	0.71
2004	79,006	103,919	0.76
2005	77,066	112,845	0.68
2006	87,488	123,384	0.71
2007	99,658	128,506	0.78
2008	93,956	129,344	0.73
2009	89,448	131,392	0.68
2010	78,621	133,810	0.59

Number of Accounts



Average AF/Account



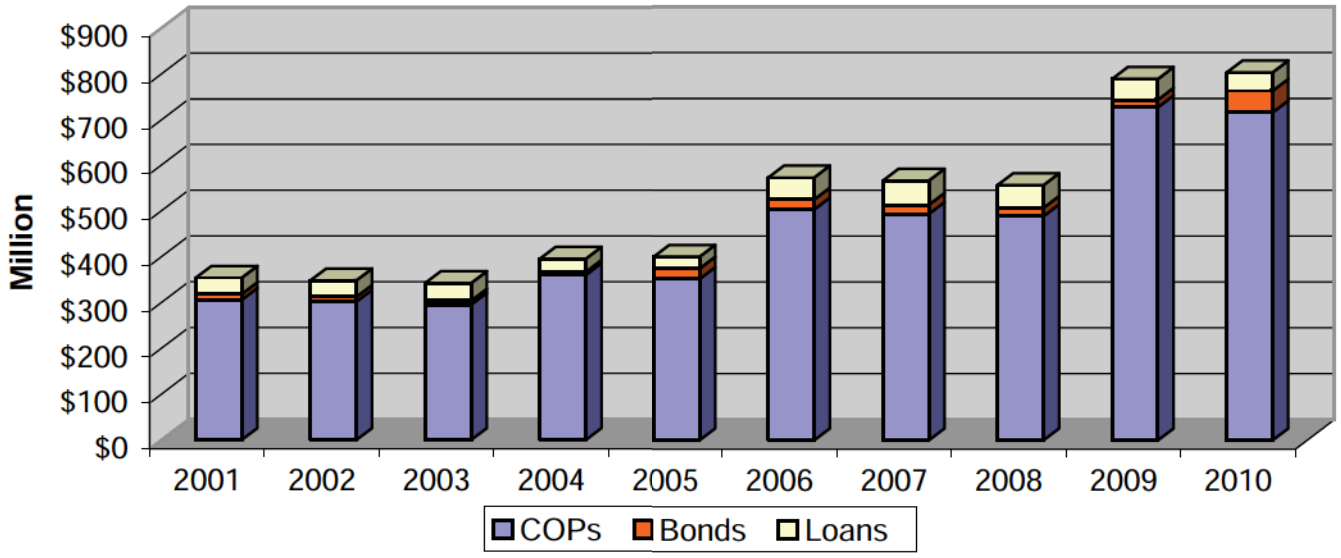
Notes: Amounts exclude wholesale accounts.

Usage per account decreased in 2008-2010 due to conservation efforts and implementation of the water budget-based tiered rate structure in April 2009.

Source: Eastern Municipal Water District

RATIO OF OUTSTANDING DEBT BY TYPE
LAST TEN FISCAL YEARS

Fiscal Year	Certificates of Participation[1]	General Obligation Bonds[2]	Loans	Total	Percentage of Personal Income[3]	Debt per Capita[4]
2001	$ 305,615,000	$ 12,675,000	$ 35,588,494	$ 353,878,494	1.00%	$ 786
2002	301,880,000	10,515,000	36,124,905	348,519,905	0.91%	726
2003	295,475,000	8,450,000	38,556,914	342,481,914	0.83%	684
2004	360,370,000	6,455,000	28,603,485	395,428,485	0.91%	760
2005	351,615,000	22,695,000	25,705,169	400,015,169	0.85%	723
2006	502,990,000	21,675,000	48,103,473	572,768,473	1.13%	961
2007	493,190,000	19,945,000	52,874,716	566,009,716	1.03%	900
2008	488,460,000	18,140,000	49,630,496	556,230,496	0.92%	824
2009	726,270,000	16,260,000	45,407,198	787,937,198	1.24%	1,147
2010	714,725,000	47,175,000	40,279,228	802,179,228	1.24%	1,148



Notes:

Details regarding the District's outstanding debt can be found in the notes to the basic financial statements.

See the schedule of Demographic and Economic Statistics for personal income and popluation data.

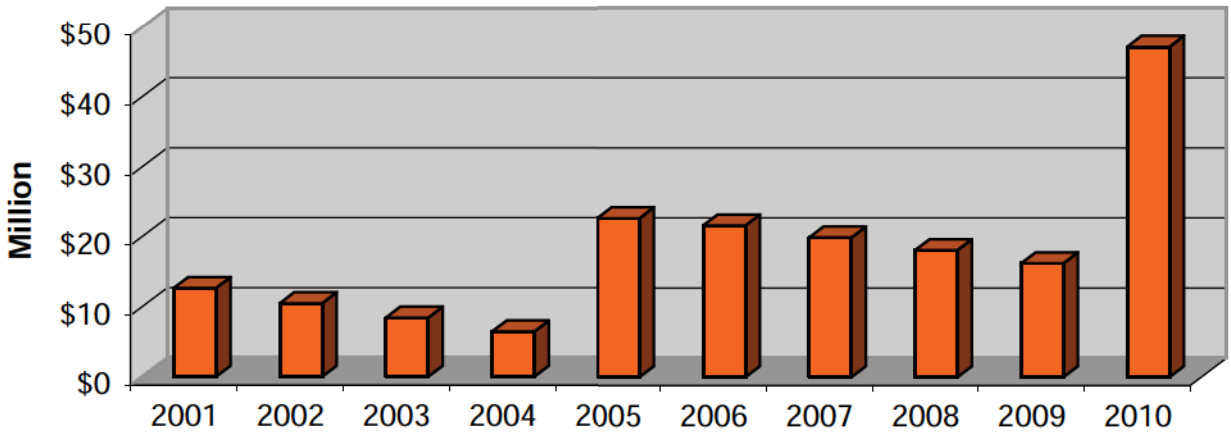
1. The District issued over $160 million of new COPs in 2006 and another $240 million in 2009.
2. The District issued $32 million of new GO bonds in 2009.
3. Based upon Riverside County personal income amounts. The District is located in the County of Riverside.
4. Based upon approximate population of District service area.

Source: Eastern Municipal Water District

RATIO OF GENERAL BONDED DEBT OUTSTANDING
LAST TEN FISCAL YEARS

Fiscal Year	General Obligation Bonds[1]	Assessed Value[2]	Percentage of Assessed Value	Debt per Capita[3]
2001	$ 12,675,000	$ 21,395,783,158	0.06%	$ 28
2002	10,515,000	23,662,143,296	0.04%	22
2003	8,450,000	26,541,419,602	0.03%	17
2004	6,455,000	30,196,349,883	0.02%	12
2005	22,695,000	36,317,993,384	0.06%	41
2006	21,675,000	45,799,534,361	0.05%	36
2007	19,945,000	57,857,155,353	0.03%	32
2008	18,140,000	68,127,605,656	0.03%	27
2009	16,260,000	67,617,348,347	0.02%	24
2010	47,175,000	56,743,387,948	0.08%	67

Total Bonds Outstanding



Notes:

Details regarding the District's outstanding debt can be found in Note 5 to the basic financial statements.

See the schedule of Demographic and Economic Statistics for popluation data.

1. The District issued $32 million of new GO bonds in 2009.
2. Bonds are issued by improvement district, but the amounts shown are for the District's entire service area.
3. Based upon approximate population of the District's entire service area.

Source: Eastern Municipal Water District

PARITY DEBT SERVICE COVERAGE
LAST TEN FISCAL YEARS

	2001	2002	2003	2004	2005	2006	2007	2008	2009[1]	2010
OPERATING REVENUES:										
Water sales	$ 54,219,695	$ 58,355,346	$ 60,565,819	$ 64,796,401	$ 66,258,221	$ 77,611,474	$ 92,679,789	$ 94,135,642	$ 103,013,429	$ 102,747,031
Sewer service sales	26,123,677	27,825,278	29,973,084	33,496,234	39,739,370	45,462,646	50,318,414	54,408,172	58,889,788	61,885,298
Recycled water	1,364,456	1,182,868	1,409,824	2,069,194	1,498,687	1,944,434	2,748,328	2,564,656	3,722,130	4,052,665
Total operating revenues	81,707,828	87,363,492	91,948,727	100,361,829	107,496,278	125,018,554	145,746,531	151,108,470	165,625,347	168,684,994
OPERATING EXPENSES:										
Water purchases	26,985,006	30,632,930	32,307,403	29,104,840	32,380,524	36,817,458	43,866,732	41,653,430	41,318,803	46,936,179
Water operations	17,606,824	17,886,826	19,634,843	21,777,484	25,111,134	29,030,238	35,332,561	38,447,533	40,834,689	39,967,447
Sewer operations	21,236,219	22,528,854	24,562,132	26,782,007	30,984,587	37,351,240	41,783,797	45,047,856	45,909,954	45,123,786
General & administrative	14,463,535	14,395,481	15,317,533	15,186,601	18,418,043	21,520,070	25,292,047	30,138,792	27,471,196	30,256,670
Total operating expenses	80,291,584	85,444,091	91,821,911	92,850,932	106,894,288	124,719,006	146,275,137	155,287,611	155,534,642	162,284,082
OPERATING INCOME (LOSS)	1,416,244	1,919,401	126,816	7,510,897	601,990	299,548	(528,606)	(4,179,141)	10,090,705	6,400,912
NON-OPERATING REVENUES:										
Property taxes - general purpose	11,753,408	12,887,334	14,477,271	16,531,907	8,707,881	11,213,568	31,293,863	34,528,767	33,149,232	29,474,227
Standby charges	3,858,132	3,929,860	4,006,786	4,172,104	4,354,591	4,518,411	4,667,297	4,868,154	5,015,076	5,246,008
Water and sewer connection fees	25,949,508	25,740,750	46,960,911	80,804,323	72,445,434	99,485,272	52,894,363	30,706,687	17,789,045	13,010,929
Interest income	21,827,134	15,105,192	10,986,525	4,987,397	13,354,263	13,545,983	28,899,522	20,128,848	18,706,820	16,681,744
Grant revenues	-	-	-	-	-	-	-	11,261,996	6,466,818	6,063,577
Other income/(expense)	(2,107,544)	(1,637,861)	(1,564,986)	780,603	3,077,188	7,088,624	4,093,851	8,812,367	1,767,759	487,672
Total non-operating revenues	61,280,638	56,025,275	74,866,507	107,276,334	101,939,357	135,851,858	121,848,896	110,306,819	82,894,750	70,964,157
NON-OPERATING EXPENSES:										
Parity debt service interest payments (DWR/BO	-	-	-	-	-	-	-	-	1,163,677	1,003,731
Debt service interest payments (COP)	14,033,057	15,736,862	15,427,928	15,042,051	15,358,957	18,404,817	22,670,400	21,953,962	23,564,234	21,413,765
Total non-operating expenses	14,033,057	15,736,862	15,427,928	15,042,051	15,358,957	18,404,817	22,670,400	21,953,962	24,727,911	22,417,496
EXCESS OF REVENUE OVER EXPENSES BEFORE EXTRAORDINARY ITEM	48,663,825	42,207,814	59,565,395	99,745,180	87,182,390	117,746,589	98,649,890	84,173,716	68,257,544	54,947,573
Add back for parity debt	14,033,057	15,736,862	15,427,928	15,042,051	15,358,957	18,404,817	22,670,400	21,953,962	24,727,911	22,417,496
Net revenues for debt coverage	62,696,882	57,944,676	74,993,323	114,787,231	102,541,347	136,151,406	121,320,290	106,127,678	92,985,455	77,365,069
Parity debt: COP & Loan principal and interest	19,233,057	19,471,862	21,832,928	21,737,051	24,113,957	27,374,817	32,005,400	28,708,962	39,853,513	38,759,515
PARITY DEBT SERVICE COVERAGE RATIO	3.3	3.0	3.4	5.3	4.3	5.0	3.8	3.7	2.3	2.0

Source: Eastern Municipal Water District

Note 1: 2009 amounts are restated for net internal service funds included in other non-operating income rather than general and administrative expense.

DEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN CALENDAR YEARS

Calendar Year	Population[1]	Personal Income[2] (thousands of $)	Per Capita Personal Income[2]	Unemployment Rate[2]
2000	450,000	$ 35,237,015	$ 23,368	5.4%
2001	480,000	38,238,713	24,526	5.5%
2002	501,000	41,362,569	25,616	6.5%
2003	520,300	43,619,437	25,922	6.5%
2004	553,000	46,998,756	26,647	6.0%
2005	596,000	50,899,067	27,578	5.4%
2006	629,000	55,177,442	28,777	5.0%
2007	675,000	60,450,585	30,303	6.0%
2008	687,000	63,491,937	30,882	8.5%
2009	699,000	64,503,728	30,894	13.6%

Notes: 1. Data is for the District's service area.
2. Data is for the County of Riverside. The District is located within the County. Amounts for prior years are restated for most recent available information.

Sources: State of California Employment Development Department
U.S. Department of Commerce, Bureau of Economic Analysis

PRINCIPAL EMPLOYERS
FISCAL YEAR ENDED JUNE 30, 2010

Employer	No. of Employees	Percentage of Total Labor Force
County of Riverside	18,456	2.4%
March Air Reserve Base	8,600	1.1%
University of California Riverside	7,321	0.9%
Stater Brothers Markets	6,900	0.9%
Wal-Mart	6,550	0.8%
Riverside Unified School District	5,099	0.7%
Abbott Vascular	4,500	0.6%
Pechanga Resort and Casino	4,000	0.5%
Kaiser Permanente Medical Center	3,600	0.5%
Temecula Valley Unified School District	2,752	0.4%
Total	67,778	8.7%
Total Labor Force		781,500

Notes: For compliance with GASB Statement No. 34, data for fiscal year ended June 30, 2001 is not available.
Data is for the County of Riverside. The District is located within the County.

Sources: The Business Press' 2010 Book of Lists
State of California Employment Development Department

DISTRICT EMPLOYEES BY FUNCTION
LAST FIVE FISCAL YEARS

Water Operations	**2006**	**2007**	**2008**	**2009**	**2010**
Water Resources Development and Management[2]	12	13	17	19	19
Water Quality	17	18	15	15	14
Water Operations and Distribution	60	57	66	63	63
Wastewater Operations					
Wastewater Collection	13	15	15	14	15
Source Control	12	10	10	10	8
Water Reclamation Plant	75	76	82	82	87
Maintenance Services					
Maintenance	19	20	20	22	17
Auto and Fabrication	14	14	14	13	14
Mechanical	26	27	27	27	30
Electrical and Controls	20	20	21	22	21
Field and Grounds	36	37	37	37	35
Engineering Services					
General Engineering[1]	61	52	56	57	55
Inspections and Construction Management	36	44	39	40	38
New Business Development[1]	20	34	28	25	25
Administration					
Environmental and Regulatory Compliance	8	9	7	8	8
Executive and Administration	8	8	10	10	10
Billing/Customer Service	41	47	49	49	60
Meter Reading	24	25	25	25	24
Finance and Accounting	18	18	20	21	21
Human Resources	12	12	13	13	13
Legislative Affairs	3	3	3	2	3
Information Systems	37	35	33	33	34
Purchasing, Warehouse and Records Management	28	28	28	29	26
Community Involvement[2]	10	13	9	9	9
Total Filled Positions	610	635	644	645	649
Number of Vacant Positions as of June 30	Not Available	Not Available	26	22	27
Total Authorized Positions for the Year			670	667	676
Vacancy Rate as of June 30			3.9%	3.3%	4.0%

Notes: All directors and managers are included with their divisions.
Temporary, contract and summer help employees are not included.
Data is not readily available for fiscal years prior to 2006.

1. The General Engineering and New Business Development departments were reorganized in 2007.
2. The Conservation work group was moved from Community Involvement to Water Resources Development and Management in 2008.

Source: Eastern Municipal Water District

OPERATING AND CAPITAL INDICATORS
LAST EIGHT FISCAL YEARS

	Fiscal Year Ended							
	2003	2004	2005	2006	2007	2008	2009	2010
POTABLE WATER SYSTEM								
Miles of pipeline:								
transmission and distribution:[3]	1,528	1,867	2,051	2,345	2,442	2,437	2,444	2,421
as built	Not Available	1,681	1,747	1,817	1,944	2,038	2,157	2,254
construction in progress	Not Available	186	304	528	498	399	287	167
Number of storage tanks[1]	76	78	77	78	79	78	77	77
Maximum storage capacity (million gallons)	178	188	188	193	193	193	193	193
Number of active pumping plants	79	80	80	82	83	81	84	84
Number of active wells:								
domestic	17	18	18	18	18	18	18	18
desalter	2	2	2	9	7	5	5	7
Domestic well production capacity:								
gallons per minute	18,179	17,953	19,000	19,747	22,076	21,597	21,806	20,361
million gallons per day	26.2	25.9	27.4	28.4	31.8	31.1	31.4	29.3
acre feet per year	29,310	28,959	30,407	31,852	35,609	34,836	35,173	32,843
Number of water treatment plants:								
desalter	1	1	1	2	2	2	2	2
filtration	1	1	1	1	2	2	2	2
Treatment plant capacity (million gallons per day):								
desalter plants	3.0	3.0	3.0	8.0	8.0	8.0	8.0	8.0
filtration plants	11.4	11.4	11.4	11.4	21.4	32.0	32.0	32.0
Number of service connections:								
active domestic accounts	95,449	103,919	112,845	123,384	128,506	129,344	131,392	133,810
active agriculture and irrigation accounts	167	153	139	130	129	140	143	146
SEWER SYSTEM								
Miles of sewer lines:[2,3]	1,200	1,400	1,500	1,750	1,857	1,721	1,729	1,727
as built	1,045	1,097	1,156	1,218	1,335	1,407	1,539	1,604
construction in progress	155	303	344	532	522	314	190	123
Number of treatment plants	4	4	4	4	4	4	4	4
Treatment plant capacity (million gallons per day)	50	50	50	56	56	56	60	60
Average million gallons per day treated	34.0	38.2	43.3	44.8	46.0	46.2	45.2	45.0
Percentage of capacity utilized	68%	76%	87%	80%	82%	82%	75%	75%
Number of active lift stations	35	40	43	46	46	46	46	46
RECYCLED WATER SYSTEM								
Miles of pipeline:								
transmission and distribution:[3]	123	139	159	174	192	201	202	199
as built	Not Available	131	135	149	156	165	172	178
construction in progress	Not Available	8	24	25	36	36	30	21
Number of active pumping facilities	14	14	15	17	17	17	18	18
Maximum storage capacity (acre feet)[4]	6,669	6,653	6,670	6,571	6,694	6,764	5,776	5,714
GENERAL INFORMATION								
Service area (annexed property):								
acres	345,903	346,125	346,148	346,337	346,425	346,449	346,691	346,732
square miles	540.5	540.8	540.9	541.2	541.3	541.3	541.7	541.8
Gross service area (square miles)	555	555	555	555	555	555	555	555
Average years of service of employees	10.86	10.90	10.63	9.80	9.98	10.05	10.20	10.47

Notes: Data is not readily available for fiscal years prior to 2003.

1. Potable water storage tanks and capacity decreased in 2008 and 2009 due to conversion to recycled water.
2. Miles of sewer lines decreased in 2008 because the District transferred sewer lines to the City of San Jacinto. Decrease is reflected in each as built amount.
3. Miles of pipelines as built excludes open construction in progress (CIP). CIP reflects what was recorded as open projects as of the year end date.
4. Recycled storage decreased in 2009 due to a change in the reporting method to show only tertiary-treated water dedicated to distribution. Prior years included capacity for secondary-treated storage. Decrease in 2010 relates to lower capacity for Winchester ponds due to operational assessments.

Source: Eastern Municipal Water District

CUSTOMER ACCOUNT WRITE OFFS AS A PERCENTAGE OF SALES LAST TEN FISCAL YEARS

Fiscal Year	Retail Sales	Write Offs	% of Sales
2001	$ 63,691,389	$ 244,161	0.4%
2002	68,291,381	236,168	0.3%
2003	70,041,876	301,164	0.4%
2004	83,551,697	255,260	0.3%
2005	88,297,280	259,410	0.3%
2006	103,371,554	384,329	0.4%
2007	121,769,923	724,045	0.6%
2008	126,144,814	1,155,769	0.9%
2009	139,863,262	1,386,075	1.0%
2010	142,354,003	1,035,076	0.7%
Total	$ 1,007,377,179	$ 5,981,457	0.6%

Note: Excludes sales collected by other agencies.

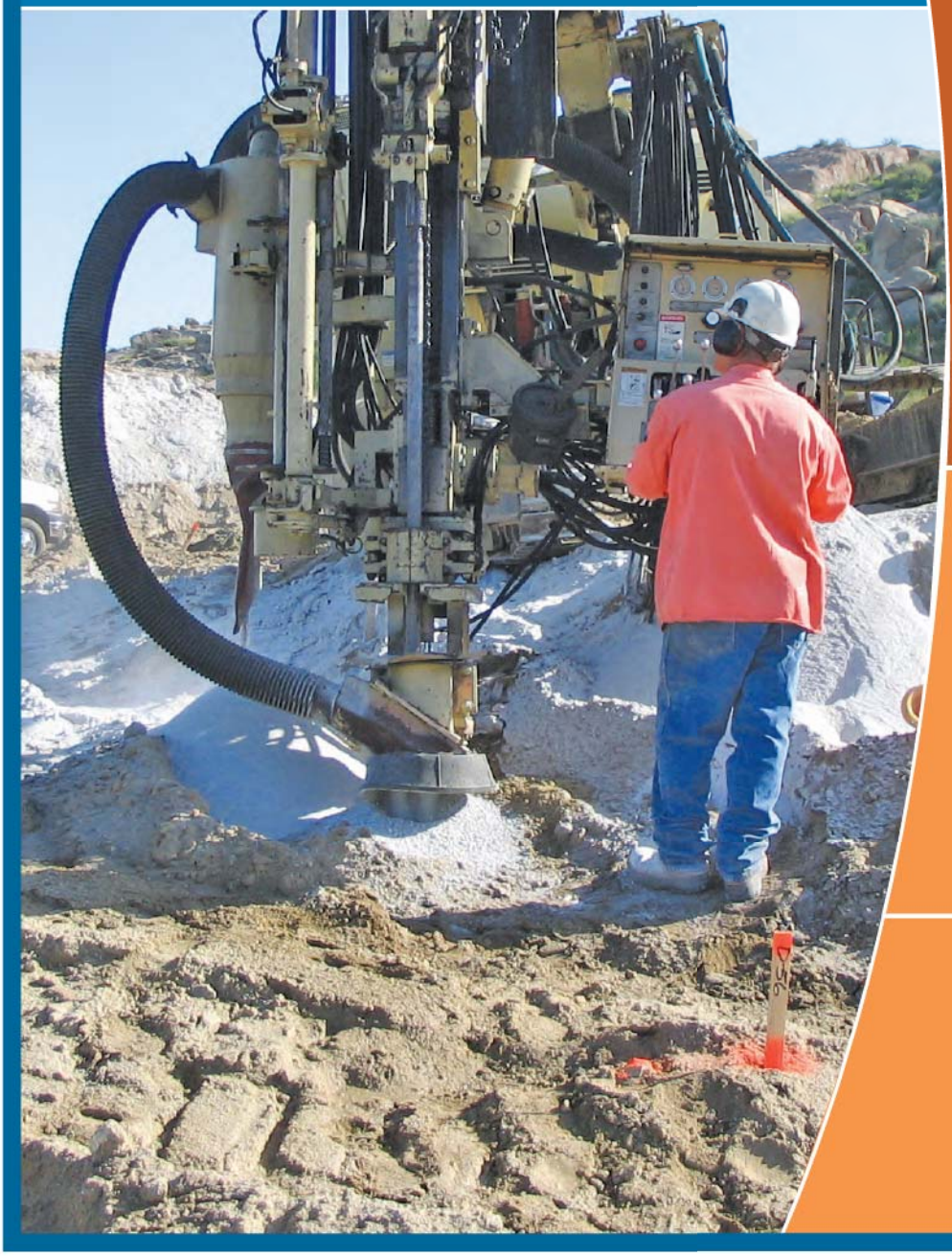
Source: Eastern Municipal Water District

BAD DEBT RESERVES AS A PERCENTAGE OF ACCOUNTS RECEIVABLE BALANCE LAST TEN FISCAL YEARS

Fiscal Year	Year End A/R Balance	Reserves	% of A/R
2001	$ 5,070,308	$ 56,097	1.1%
2002	5,477,258	69,363	1.3%
2003	5,499,953	56,569	1.0%
2004	5,707,462	89,413	1.6%
2005	5,973,588	91,578	1.5%
2006	7,350,203	187,390	2.5%
2007	9,278,477	368,961	4.0%
2008	9,375,405	690,461	7.4%
2009	10,377,183	838,543	8.1%
2010	9,603,615	678,848	7.1%

Note: Reserves equal accounts over 60 days.

Source: Eastern Municipal Water District





Riverside County Flood Control and Water Conservation District



District Overview

Office Hours: Monday through Thursday 7:30 am to 5:30 pm Closed Fridays

Home
About the District
Programs & Services
Technical Resources
Flood Safety
Rainfall and Weather
Current Bids
Divisions
Links

District Address
1995 Market Street,
Riverside, CA 92501
Phone: (951) 955-1200
FAX: (951) 788-9965
M-Thurs. 7:30 am - 5:30 pm

Who are we?

The District was created July 7, 1945 by an Act of the California State Legislature. The District (2700 sq. mi.) is located in the western portion of Riverside County (7200 sq. mi.). It extends easterly far enough to include the cities of Palm Springs, Cathedral City and Desert Hot Springs. The District is governed by a Board of Supervisors comprised of the same individuals as the Riverside County Board of Supervisors.

Act 6643

Why were we created?

Following the devastating floods of 1938, the Board of Supervisors saw the need for a regional drainage authority and petitioned the California State Legislature to create such a body. On July 7, 1945, the Legislature took the appropriate action and the Riverside County Flood Control and Water Conservation District was born. In establishing the District, the Legislature not only formed an entity charged with keeping county residents safe from flood hazard but also established an independent tax revenue stream for funding. Before the District's inception, severe flooding regularly occurred throughout much of the County. Today, through effective engineering, dam and channel construction, regulation, and public education, massive flooding is far less common.



Mission Statement: "The mission of the Riverside County Flood Control and Water Conservation District is to protect people, property and watersheds from damage or destruction from flood and storm waters and to conserve, reclaim and save such waters for beneficial use."

Warren D. "Dusty" Williams, General Manager-Chief Engineer

What does the District do?

The purpose of the District is to provide the following:

- Identification of flood hazards and problems
- Regulation of floodplains and development
- Regulation of drainage and development
- County Watercourse and Drainage Planning
- Education for Flood Prevention & Safety
- Construction of Flood Control Structures and Facilities
- Flood Warning and Early Detection
- Maintenance and operation of completed structures

What is the District's jurisdiction?

The Riverside County Flood Control and Water Conservation District is the regional flood management authority for the western part of Riverside County. As a Special District, Flood Control's jurisdiction does not extend over the entire County but only the western 40%. The responsibility for drainage in the eastern part of the County is borne by a combination of the County Transportation Department, the Coachella Valley Water District, the various cities and a variety of local entities. The District does provide certain non-tax supported functions (such as Floodplain Management, development review, NPDES compliance, etc.) for the entire County. And unlike a County Department, the District has authority to expend tax dollars within city boundaries as well as within unincorporated areas.

How is the District funded?

The Flood Control District is a special district rather than a County Department, and as such, receives a dedicated share of property taxes – about 3.5%. In addition to property taxes (which are the chief income source) , other revenue sources for the District include developer fees and cost sharing arrangements with other governmental entities. Today, the District has an annual budget of approximately $150 million and total assets of nearly $1 billion.

How is the District organized?

The District's 235 employees are divided into eight Divisions: Planning, Design & Construction, Regulatory, Surveying and Mapping, Operations, Information Technology, Finance and Watershed Protection. The Planning Division develops watershed specific Master Drainage Plans and prepares flood hazard reports for proposed land developments throughout the District. The Design Division develops and prepares project specific hydrologic, hydraulic, and structural designs for a variety of drainage facilities, including underground storm drains, detention basins, dams, levees, and open channels with costs ranging from as little as $10,000 to more than $12,000,000. The Regulatory Division is charged with the management and modification of Federally mapped flood plains; assumes the lead role in the County's National Pollution Discharge Elimination System (NPDES) program compliance; develops and reviews environmental assessments for District and closely related projects; and obtains the myriad of local, State and Federal environmental permits for all District maintenance and construction activities. These three Divisions are supported at every juncture by the other four Divisions which provide such services as photogrammetry and mapping, surveying, accounting, human resources, information technology support and the usual administrative functions.

NPDES/Municipal Stormwater Management Program

Report Illegal Dumping
800 506-2555

SANTA ANA WATERSHED PROTECTION PROGRAM

On January 29, 2010 the Santa Ana Regional Water Quality Control Board issued a fourth-term area wide National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit (MS4 Permit) to the Riverside County Flood Control and Water Conservation District (the Principal Permittee), the County of Riverside and the Cities of Beaumont, Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Menifee, Norco, Perris, Riverside, San Jacinto and Wildomar (Permittees). The Santa Ana MS4 Permit is for the portion of the Santa Ana River watershed located within Riverside County (Order No. R8-2010-0033, NPDES Permit No. CAS618033). The Permittees' stormwater programs are designed to ensure compliance with this permit.

Click Image to Enlarge



STORM WATER HOME
PUBLIC NOTICES
MUNICIPALITIES
DEVELOPERS
MUNICIPAL TRAINING
PUBLIC EDUCATION
MONITORING
CONTACT US
LINKS
STORM WATER FACTS

MEMBER AGENCIES: Riverside County Flood Control & Water Conservation District is the Principal Permittee of the Santa Ana MS4 Permit. The following Municipalities are Co-permittees:

City of Beaumont	City of Calimesa	City of Canyon Lake	City of Corona
City of Eastvale	City of Hemet	City of Jurupa	City of Lake Elsinore
City of Menifee	City of Moreno Valley	City of Norco	City of Perris
City of Riverside	City of San Jacinto	County of Riverside	

HOT TOPICS:

Revised Compliance Documents Submitted to RWQCB
WQMP
LID Guidance and Standards for Transportation Projects
DAMP

BMP Performance Report Library
Low Impact Development
Total Maximum Daily Load (TMDL) for San Jacinto and Middle Santa Ana Rivers



Compliance Documents:

DAMP(Watershed SWMP) April 2007 | Annual Reports | ROWD | WQMP | Maps | TMDL

DAMP Documents:

- DAMP(Watershed SWMP) April 2007
  - App A Glossary
  - App B Fourth-term Santa Ana Region MS4 Permit
  - App C Third-term Santa Margarita Region MS4 Permit
  - App D SAR MS4 Map
  - App E 2003 SAR Implementation Agreement
  - App F 2004 SMR Implementation Agreement
  - App G Interagency Agreements: CAP; HAZMAT Emergency Response Team; Resource Conservation District
  - App H Permittee Enforcement Activities and Responsible Dept
  - App I Sanitary Sewer Overflow Procedures July 2008
  - App J Template Pollution Prevention Plan for Municipal Facilities
  - App K Fire BMPs
  - App L CEQA Project Application Form
  - App M CEQA Initial Study Checklist
  - App N Guidance for Preparing and Reviewing CEQA Documents
  - App O Riverside County WQMP 7-24-2006, errata corrected 1-22-09
  - App P Project-Specific WQMP Checklist
  - App Q Compliance Assistance Program Survey Forms
  - App R Co-Permittee Standardized Reporting Forms
  - App S Santa Margarita Watershed SWMP

Benefit Assessment:



Southern California Edison Backgrounder

Corporate Communications: 626-302-2255, www.edison.com/pressroom

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL® Company

Southern California Edison Company Profile

Southern California Edison (SCE) is one of the nation's largest investor-owned electric utilities, serving nearly 14 million people in 15 counties of Central, Coastal and Southern California. Based in Rosemead, Calif., the utility has been providing electric service in the region for 125 years. SCE is a subsidiary of Edison International (NYSE: EIX), which also is headquartered in Rosemead.

SCE's service territory includes about 430 cities and communities with a total customer base of about 4.9 million residential and business accounts. As of Dec. 31, 2010, SCE had consolidated assets of $35.9 billion. SCE is regulated by the California Public Utilities Commission and the Federal Energy Regulatory Commission.



Generation

SCE generates about 41 percent of the electricity it provides to customers, with an owned generation capacity of 5,301 megawatts. Major energy-producing assets include San Onofre Nuclear Generating Station in San Clemente, Calif.; Mountainview Power Company, LLC, a natural gas-fired plant in Redlands, Calif.; hydroelectric facilities in the Sierra Nevada and San Bernardino Mountains; new solar generation projects; and part ownership in several other plants.

Fuel Mix

Preliminary 2010 data subject to update shows the company provided electricity to its customers generated by the following fuel types: 37 percent natural gas; 19 percent nuclear; 18 percent eligible renewables (solar, wind, small hydro, biomass and geothermal); 7 percent coal; and 6 percent large hydroelectric. In 2010, SCE, the nation's leading purchaser of renewable energy, delivered 14.5 billion kilowatt-hours of renewable energy to its customers.

Power Grid



SCE has an extensive transmission and distribution system that includes approximately 12,196 miles of transmission and subtransmission circuits, 104,706 miles of distribution circuits and more than 900 substations. In order to continue powering Southern California's growing population and economy, SCE plans to invest $14.1 billion over the next four years to expand and strengthen its electric system infrastructure.



SCE operates one of the smartest grids in North America. During the summer of 2007, it activated the most advanced neighborhood distribution circuit in operation, a test bed for the latest innovations in power delivery that are producing more reliable service with fewer, shorter outages.

Energy Efficiency and Demand Response

During the past five years, SCE energy efficiency programs have helped customers save more than 8 billion kilowatt-hours, enough energy to power more than 1.2 million homes for a year. SCE employs a full range of demand response programs that provide financial incentives and other benefits to its business and residential customers who reduce or shift power consumption when statewide energy supplies are low.

Edison SmartConnect



In 2009, the company began installing new smart meters as part of its SmartConnect program. The advanced electricity meters will provide new data along with options to help customers manage their electricity use and bills. SCE plans to install about 5 million smart meters in its service territory by the end of 2012.

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