

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

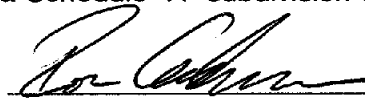


342B

FROM: TLMA - Planning Department

SUBMITTAL DATE:
September 24, 2007

SUBJECT: GENERAL PLAN AMENDMENT NO. 754 / SPECIFIC PLAN NO. 340 / CHANGE OF ZONE NO. 6922 / TENTATIVE TRACT MAP NO. 31736 / PLOT PLAN NO. 18966 – CERTIFY ENVIRONMENTAL IMPACT REPORT NO. 478 – Applicant: Nexus Residential Communities – Engineer / Representative: Fuscoe Engineering, Inc. - First Supervisorial District – Rancho California Zoning Area – Elsinore Area Plan: Community Development: Community Center (CD-CC) (5 - 40 Dwelling Units Per Acre and 0.10 - 0.30 Floor Area Ratio) and Light Industrial (CD-LI) (0.25 - 0.60 Floor Area Ratio) – Location: Southerly of Clinton Keith Road and westerly of Inland Valley Drive – 48.15 Gross Acres - Zoning: Scenic Highway Commercial (C-P-S) and Industrial Park (I-P) - **REQUEST:** The General Plan Amendment proposes to amend the Elsinore Area Plan from Community Development: Light Industrial (CD:LI) (0.25 – 0.60 Floor Area Ratio) to Community Development: Community Center (CD:CC) (5 – 40 Dwelling Units Per Acre and 0.10 – 0.30 Floor Area Ratio) on 14.35 net acres and to establish the boundaries of Specific Plan No. 340 (48.15 net acre Project Site) in the Elsinore Area Plan. The Specific Plan proposes a Land Use Plan, Design Guidelines, and the Designation of Planning Areas incorporated with the development of a 48.15 net acre project site for a Residential Community. The project consists of Small Lot Single-Family and Multi-Family Residential Dwelling Units. The Specific Plan proposes a maximum of 415 Residential Dwelling Units with an overall net density of 8.6 Dwelling Units Per Acre on the 48.15 net acre project site. Three (3) Planning Areas make up the Specific Plan: Planning Area 1 consists of 20.91 net acres for a maximum of 312 Multi-Family Residential Dwelling Units at a proposed density of 14.9 Dwelling Units Per Acre; Planning Area 2 consists of 12.89 net acres for a maximum of 103 Small Lot Single-Family Residential Dwelling Units at a proposed density of 8.0 Dwelling Units Per Acre; and Planning Area 3 consists of 14.35 net acres that will be preserved as Natural Open Space in perpetuity. The Change of Zone proposes to change the project site's current zoning classification from Scenic Highway Commercial (C-P-S) and Industrial Park (I-P) to Specific Plan (SP) and to establish the boundaries of the Specific Plan Planning Areas. The Tentative Tract Map is a Schedule "A" subdivision of 48.15 net acres into


Ron Goldman
Planning Director

RG:cv

REVIEWED BY EXECUTIVE OFFICE

DATE

9/25/07

Tina Grande
Departmental Concurrence

ATTACHMENTS FILED
WITH THE CLERK OF THE BOARD
Dep't Recomm.: ☐ Consent ☐ Policy
Per Exec. Ofc.: ☐ Consent ☒ Policy

Prev. Agn. Ref.

District: First

Agenda Number:

15.3

The Honorable Board of Supervisors

RE: GENERAL PLAN AMENDMENT NO. 754 / SPECIFIC PLAN NO. 340 / CHANGE OF
ZONE NO. 6922 / TENTATIVE TRACT MAP NO. 31736 / PLOT PLAN NO. 18966

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106 lots out of which 103 are proposed as Single-Family Residential Lots with a minimum lot size of 2,730 square feet (net) all within Planning Area 2 of Specific Plan No. 340. A 4.43 net acre Common Area Lot is proposed within Planning Area 2 of Specific Plan No. 340. All of the recreational amenities proposed for the 103 Single-Family Residential Lots will be constructed within the Common Area Lot, these amenities include a 1,110 square feet Recreation Building, a Pool, two (2) Basketball Half Courts, a Sand Volleyball Court, a Tot Lot, Play Areas, Picnic Areas, Trails, a Par Course, a 2-Acre Detention Basin, 206 Garage Parking Spaces, and 59 Guest Parking Spaces. A 20.91 net acre lot is proposed as a Multi-Family Residential Lot within Planning Area 1 of Specific Plan No. 340. A 14.35 net acre Open Space Lot is proposed within Planning Area 3 of Specific Plan No. 340. The subdivision is proposed to be developed in two (2) phases, Phase I consists of the Multi-Family Residential Lot and the Open Space Lot and Phase II consists of the 103 Single-Family Residential Lots and the Common Area Lot. The Plot Plan proposes to construct 18 3-Story Multi-Family Residential Buildings on 20.91 net acres all within the Multi-Family Residential Lot of Tentative Tract Map No. 31736 (Planning Area 1 of Specific Plan No. 340). A total of 312 Attached Dwelling Units are proposed with several recreational amenities, which include a 5,412 square feet Recreation Building, a 2,157 square feet Fitness Center, a 376 square feet Pool Building, two (2) Pools, a Kid's Water Play Area, two (2) Basketball Half Courts, a Tot Lot, Play Areas, Picnic Areas, a Trail, a Par Course, a 2.5-Acre Detention Basin, 482 Garage Parking Spaces, and 198 Guest Parking Spaces. The Environmental Impact Report has been prepared to inform decision-makers and the public of the potential significant environmental effects associated with the development of the proposed project per the California Environmental Quality Act (CEQA) and the Riverside County Rules to Implement CEQA.

BACKGROUND:

On August 29, 2007, GPA754-SP340-CZ6922-TR31736-PP18966-EIR478 appeared before the Riverside County Planning Commission, this hearing body approved the proposed project with the following modification: monitoring for mountain lions on site was required. The Planning Commission conditioned the project to install remotely triggered cameras to monitor possible wildlife movement at the entrances of an existing 84" culvert under Clinton Keith Road located on the northeast corner of the project site. The commission recommended the cameras be installed 30-days after the final board action on the project and be removed prior to the last final inspection of the last building permit of the multi-family component of the project as shown on the Tentative Tract Map; furthermore, the Planning Commission asked Planning staff to coordinate the logistics of this condition. The monitoring is solely for research purposes with the intent to better understand the project site's role in regards to regional wildlife movement.

Planning staff has consulted with the Environmental Programs Department (EPD) on the specifics of the condition including the scope of work; however, EPD has determined that the proposed mountain lion monitoring condition is not warranted or necessary for the following reasons:

1. The project site is not within the MSHCP Criteria Area and is therefore not required for reserve assembly. There are no requirements in the MSHCP that would warrant consideration of a wildlife corridor/linkage through the project site. The project has been found to be consistent with the requirements of the MSHCP. See August 3,

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2007 letter to Applicant from the Western Riverside County Regional Conservation Authority.

2. The MSHCP provides a long term strategy to balance land use and public infrastructure needs with the conservation of biological resources. It does not incorporate all possible wildlife corridors but includes the best options for corridors that are sustainable over time. Two corridors, specifically planned for mountain lions, exist approximately 15 miles to the north of the project site and approximately 10.5 miles to its south. Based on known mountain lion dispersal distances, the lack of a mountain lion specific corridor adjacent to the project site will not prohibit immigration and emigration between the Santa Ana Mountains to the west and the Palomar Mountains and Sedco Hills to the east. Beier and Barrett (1993) identify the "Pechanga Linkage" (MSHCP Linkage 10 and Constrained Linkage 14) as the most important corridor for immigration of mountain lions into the Santa Ana Mountain Range. They also suggest that this is the only viable corridor capable of providing new individuals to the Santa Ana Range, due to various anthropogenic barriers that exist to the north and south. The presence of riparian vegetation in addition to the topographic setting of the Pechanga Linkage, to the south, and MSHCP Extension of Existing Corridor 2, to the north, more closely mirror preferred mountain lion movement habitats than those present within the vicinity of the project site. For these reasons, the MSHCP already preserves the most suitable and important corridors and core habitat areas for mountain lions within the region in question. See *August 22, 2007 letter to Applicant from PCR.*
3. The Final EIR has determined that the project will not have a significant affect on biological resources including the mountain lion and any mountain lion specific wildlife corridor. See *Final EIR for Oak Springs Ranch Project; Responses to Comment Letter 02 – Live Oaks Associates, Inc.; and August 22, 2007 letter to Applicant from PCR.*

As such, the Environmental Programs Department and the Planning Department recommend that the project be not condition to monitor for mountain lions on site. At this time, the project has not been conditioned to conduct any monitoring.

RECOMMENDED MOTION:

The Planning Department recommended Approval; and,
THE PLANNING COMMISSION RECOMMENDED:

TENTATIVE CERTIFICATION of **ENVIRONMENTAL IMPACT REPORT NO. 478**, which has been completed in compliance with the EIR Guidelines and the Riverside County Rules to Implement CEQA; and,

TENTATIVE APPROVAL of **GENERAL PLAN AMENDMENT NO. 754**, amending the Land Use Designation from Community Development: Light Industrial (CD-LI) (0.25 to 0.60 Floor Area Ratio) to Community Development: Community Center (5 – 40 Dwelling Units Per Acre and 0.10 – 0.30 Floor Area Ratio), in accordance with Exhibit #6, and based on the findings and conclusions incorporated in the staff report; and,

The Honorable Board of Supervisors

RE: GENERAL PLAN AMENDMENT NO. 754 / SPECIFIC PLAN NO. 340 / CHANGE OF
ZONE NO. 6922 / TENTATIVE TRACT MAP NO. 31736 / PLOT PLAN NO. 18966

September 24, 2007

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TENTATIVE APPROVAL of **SPECIFIC PLAN NO. 340**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report; and,

TENTATIVE APPROVAL of **CHANGE OF ZONE NO. 6922**, from Scenic Highway Commercial (C-P-S) and Industrial Park (I-P) to Specific Plan (SP), in accordance with Exhibit #3, based upon the findings and conclusions incorporated in the staff report; and,

APPROVAL of **TENTATIVE TRACT MAP NO. 31736**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report; and,

APPROVAL of **PLOT PLAN NO. 18966**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

Johnson & Sedlack
ATTORNEYS AT LAW

Raymond W. Johnson, Esq. AICP

26785 Camino Seco, Temecula CA 92590

E-mail: RWJ@johnson-sedlack.com

Carl T. Sedlack, Esq., *Retired*

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Abby@johnson-sedlack.com

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Veera@johnson-sedlack.com

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Facsimile: 951-506-9725

October 16, 2007

To the Board of Supervisors of Riverside County

Re: General Plan Amendment No. 754, Specific Plan 340, Change of Zone No. 6922,
Tentative Tract Map No. 317, Schedule A, EIR Report No. 478.

This firm represents Protect The People, an unincorporated association regarding this matter and submits these comments on their behalf.

The EIR fails to adequately address the environmental impacts of the proposed project, particularly related to air quality, water supply, noise, traffic and wildlife movement. It further fails to evaluate the cumulative impacts of the project. The EIR is also unclear and contradictory as to which impacts remain significant after mitigation.

The EIR also fails to adopt feasible mitigation for the impacts of the project. Mitigation measures that have been adopted are uncertain and unenforceable.

The findings are not supported by substantial evidence in the record and the environmentally superior alternative was improperly rejected, without adequate findings.

Air Quality:

The air quality analysis fails to analyze the impact of toxic air contaminants on the residents of the proposed project and fails to adopt feasible mitigation. The Air quality analysis also fails to consider the export of 11,000 cubic yards of dirt from the project with the associated 2,200 truck trips.

The TAC impacts should be mitigated by the two following mitigation measures:

1. No habitable structure shall be constructed within 1,000 feet of Interstate 15.
2. Any habitable structure within 1,000 feet of Interstate 15 shall be equipped with permanent warnings on all exterior doors warning occupants that the occupation of the structure is subject to significantly increased cancer risks from Toxic Air Contaminants.

See attached additional proposed mitigation measures to reduce air quality impacts.

Noise:

The analysis fails to consider the impact of the export of 11,000 cubic yards of dirt from the project with the associated 2,200 truck trips. Additionally, the EIR merely assumes that there are no other mitigation measures available to reduce the impacts without considering potential measures. The EIR also fails to consider the impact of construction noise on residential units within the proposed project.

The Following mitigation measures should be adopted:

1. Temporary sound barriers shall be placed prior to construction on the project.
2. A fifty foot wide barrier of pine trees shall be planed along the I-15 frontage of the property and side lines within 300 feet of the freeway.

Traffic:

The analysis fails to consider the impact of the export of 11,000 cubic yards of dirt from the project with the associated 2,200 truck trips. Additionally, the EIR merely assumes that there are no other mitigation measures available to reduce the impacts without considering potential measures.

The following mitigation measures shall be adopted prior to project approval:

1. The project may not be occupied until all required project specific traffic mitigation measures are physically in place.
2. Fair share contribution measures shall be based upon the actual cost of construction of required mitigation measures with sufficient funding to ensure that the mitigation measures are actually put in place.
3. The project shall fund required cumulative traffic mitigation measures and enter into a reimbursement agreement with the County to reimburse them for non-project portions of the expenditure.

Water Supply:

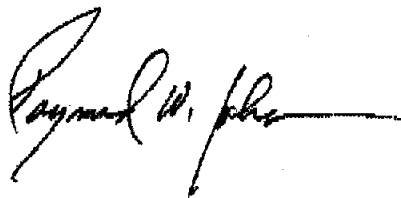
The EIR fails to contain the required water analysis. The project admittedly increases water demand in an area that is dependent upon ground water extraction. The basin is in a current state of overdraft and the EIR admits to a cumulative drawdown of up to 200 feet. The EIR does not consider the potential impact of this drawdown on potential collapse and reduction in the water bearing capacity of the basin. The EIR provides no assurance that there will be adequate future water supplies for the project.

Wildlife Corridors:

The EIR assumes that there will be no long term consequences to the elimination of the on-site wildlife corridor. This is simply not the case. I served on the General Plan committee for the City of Murrieta. Great pains were taken to ensure that there remained a wildlife corridor connecting the Santa Rosa Mountains with the antelope hills and via Warm Springs to the San Jacinto Mountains. This corridor depends on the preservation of corridors along Cole Creek to Murrieta Creek and from Murrieta Creek via the existing corridor along Line "G", identified in this project as stream A, to the antelope hills. The loss of the Line G corridor will eliminate this vital corridor which lies nearly entirely within the City of

Murrieta, with the exception of this small section. Existing proposed projects also threaten to remove all other potential connections between the Santa Rosa Mountains and the San Jacinto Mountains.

Johnson & Sedlack

A handwritten signature in black ink, appearing to read "Raymond W. Johnson", with a long horizontal flourish extending to the right.

By:
Raymond W. Johnson, Esq. AICP

Enclosures

RAYMOND W. JOHNSON, Esq. AICP
26785 Camino Seco
Temecula, CA 92590
(951) 506-9825
(951) 506-9725 Fax
(949) 266-9964 O.C. Fax
(951) 775-1912 Cellular

Partner, Johnson & Sedlack, an Environmental Law firm representing plaintiff environmental groups in environmental law litigation, primarily CEQA.

City Planning:

Current Planning

- Two years principal planner, Lenexa, Kansas (consulting)
- Two and one half years principal planner, Lee's Summit, Missouri
- One year North Desert Regional Team, San Bernardino County
- Twenty years subdivision design: residential, commercial and industrial
- Twenty years as applicants representative in various jurisdictions in: Missouri, Texas, Florida, Georgia, Illinois, Wisconsin, Kansas and California
- Twelve years as applicants representative in the telecommunications field

General Plan

- Developed a policy oriented Comprehensive Plan for the City of Lenexa, Kansas.
- Updated Comprehensive Plan for the City of Lee's Summit, Missouri.
- Created innovative zoning ordinance for Lenexa, Kansas.
- Developed Draft Hillside Development Standards, San Bernardino County, CA.
- Developed Draft Grading Standards, San Bernardino County.
- Developed Draft Fiscal Impact Analysis, San Bernardino County

Environmental Analysis

- Two years, Environmental Team, San Bernardino County
 - Review and supervision of preparation of EIR's and joint EIR/EIS's
 - Preparation of Negative Declarations
 - Environmental review of proposed projects
- Eighteen years as an environmental consultant reviewing environmental documentation for plaintiffs in CEQA and NEPA litigation

Representation:

- Represented various clients in litigation primarily in the fields of Environmental and Election law.
Clients include:
 - Sierra Club

- San Bernardino Valley Audubon Society
- Sea & Sage Audubon Society
- San Bernardino County Audubon Society
- Center for Community Action and Environmental Justice
- Endangered Habitats League
- Rural Canyons Conservation Fund
- California Native Plant Society
- California Oak Foundation
- Citizens for Responsible Growth in San Marcos
- Union for a River Greenbelt Environment
- Citizens to Enforce CEQA
- Friends of Riverside's Hills
- De Luz 2000
- Save Walker Basin
- Elsinore Murrieta Anza Resource Conservation District
- South Menifee Ranches (election)
- Kathleen Hamilton (election)

We do not represent Cities, Counties or Developers. (The dark side) We have litigated environmental matters in San Bernardino, Orange, Riverside, Los Angeles, San Diego and Sacramento Counties.

Education:

- B. A. Economics and Political Science, Kansas State University 1970
- Masters of Community and Regional Planning, Kansas State University, 1974
- Additional graduate studies in Economics at the University of Missouri at Kansas City
- J.D. University of La Verne. 1997 Member, Law Review, Deans List, Class Valedictorian, Member Law Review, Published, Journal of Juvenile Law

Professional Associations:

- Member, American Planning Association
- Member, American Institute of Certified Planners
- Member, Association of Environmental Professionals

Johnson & Sedlack, Attorneys at Law

26785 Camino Seco
Temecula, CA 92590
(909) 506-9925

12/97- Present

Principal in the environmental law firm of Johnson & Sedlack. Primary areas of practice are environmental and election law. Have provided representation to the Sierra Club, Audubon Society, AT&T Wireless, Endangered Habitats League, Center for Community Action and Environmental Justice, California Native Plant Society and numerous local environmental groups. Primary practice is writ of mandate under the California Environmental Quality Act.

Planning-Environmental Solutions

26785 Camino Seco
Temecula, CA 92590
(909) 506-9825

8/94- Present

Served as applicant's representative for planning issues to the telecommunications industry. Secured government entitlements for cell sites. Provided applicant's representative services to private developers of residential projects. Provided design services for private residential development projects. Provided project management of all technical consultants on private developments including traffic, geotechnical, survey, engineering, environmental, hydrogeological, hydrologic, landscape architectural, golf course design and fire consultants.

San Bernardino County Planning Department

Environmental Team
385 N. Arrowhead
San Bernardino, CA 92415
(909) 387-4099

6/91-8/94

Responsible for coordination of production of EIR's and joint EIR/EIS's for numerous projects in the county. Prepared environmental documents for numerous projects within the county. Prepared environmental determinations and environmental review for projects within the county.

San Bernardino County Planning Department

General Plan Team
385 N. Arrowhead
San Bernardino, CA 92415
(909) 387-4099

6/91-6/92

Created draft grading ordinance, hillside development standards, water efficient landscaping ordinance, multi-family development standards, revised planned development section and fiscal impact analysis. Completed land use plans and general plan amendment for approximately 250 square miles. Prepared proposal for specific plan for the Oak Hills community.

San Bernardino County Planning Department

North Desert Regional Planning Team
15505 Civic
Victorville, CA
(619) 243-8245

6/90-6/91

Worked on regional team. Reviewed general plan amendments, tentative tracts, parcel maps and conditional use permits. Prepared CEQA documents for projects.

Broadmoor Associates/Johnson Consulting

229 NW Blue Parkway
Lee's Summit, MO 64063
(816) 525-6640

2/86-6/90

Sold and leased commercial and industrial properties. Designed and developed an executive office park and an industrial park in Lee's Summit, Mo. Designed two additional industrial parks and residential subdivisions. Prepared study to determine target industries for the industrial parks. Prepared applications for tax increment financing district and grants under Economic Development Action Grant program. Prepared input/output analysis of proposed race track. Provided conceptual design of 800 acre mixed use development.

Shepherd Realty Co.

Lee's Summit, MO

6/84-2-86

Sold and leased commercial and industrial properties. Performed investment analysis on properties. Provided planning consulting in subdivision design and rezoning.

Contemporary Concepts Inc.

Lee's Summit, MO
Owner

9/78-5/84

Designed and developed residential subdivision in Lee's Summit, Mo. Supervised all construction trades involved in the development process and the building of homes.

Environmental Design Association

Lee's Summit, Mo.

Project Coordinator

6/77-9/78

Was responsible for site design and preliminary building design for retirement villages in Missouri, Texas and Florida. Was responsible for preparing feasibility studies of possible conversion projects. Was in charge of working with local governments on zoning issues and any problems that might arise with projects. Coordinated work of local architects on projects. Worked with marketing staff regarding design changes needed or contemplated.

City of Lee's Summit, MO

220 SW Main
Lee's Summit, MO 64063
Community Development Director

4/75-6/77

Supervised Community Development Dept. staff. Responsible for preparation of departmental budget and C.D.B.G. budget. Administered Community Development Block Grant program. Developed initial Downtown redevelopment plan with funding from block grant funds. Served as a member of the Lee's Summit Economic Development Committee and provided staff support to them. Prepared study of available industrial sites within the City of Lee's Summit. In charge of all planning and zoning matters for the city including comprehensive plan.

Howard Needles Tammen & Bergendoff

9200 Ward Parkway
Kansas City, MO 64114
(816) 333-4800
Economist/Planner

5/73-4/75

Responsible for conducting economic and planning studies for Public and private sector clients. Consulting City Planner for Lenexa, KS.

Conducted environmental impact study on maintaining varying channel depth of the Columbia River including an input/output analysis. Environmental impact studies of dredging the Mississippi River. Worked on the Johnson County Industrial Airport industrial park master plan including a study on the demand for industrial land and the development of target industries based upon location analysis. Worked on various airport master plans. Developed policy oriented comprehensive plan for the City of Lenexa, KS. Developed innovative zoning ordinance heavily dependent upon performance standards for the City of Lenexa, KS.

Proposed Mitigation Measures

Fugitive Dust Mitigation Measures

- ♣ When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, or at least one foot of freeboard space from the top of the container shall be maintained.
- ♣ Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.
- ♣ Install and maintain trackout control devices in effective condition at all access points where paved and unpaved access or travel routes intersect.
- ♣ All roadways, driveways, sidewalks, etc., to be should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- ♣ Pave all roads on construction sites.
- ♣ To prevent trackout, pave construction roadways as early as possible; install gravel pads; install wheel shakers or wheel washers, and limit site access.
- ♣ Limit fugitive dust sources to 20 percent opacity.
- ♣ Limit disturbed area to a maximum of ten acres at any time.
- ♣ Require a dust control plan for earthmoving operations.
- ♣ The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.
- ♣ Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours.

Diesel Exhaust Mitigation Measures

- ♣ Use reduced sulfur fuel.
- ♣ Require use of add-on control devices, e.g., particulate traps, catalytic oxidizers for all on and off-road construction equipment.
- ♣ Require installation of high pressure injectors on diesel construction equipment.
- ♣ Restricting engine size of construction equipment to the minimum practical size.
- ♣ Require electrification of construction equipment.
- ♣ Require substitution of gasoline-powered for diesel-powered construction equipment.
- ♣ Require use of alternatively fueled construction equipment, using, e.g., compressed natural gas, liquefied natural gas, propane, or biodiesel.

- ♣ Require implementation of activity management techniques including a) development of a comprehensive construction management plan designed to minimize the number of large construction equipment operating during any given time period; b) scheduling of construction truck trips during non-peak hours to reduce peak hour emissions; c) limitation of the length of construction work-day period; and d) phasing of construction activities.
- ♣ Require installation of catalytic converters on gasoline-powered equipment.
- ♣ Minimization of construction worker trips by requiring carpooling and providing for lunch onsite.
- ♣ Require use electricity from power poles rather than temporary diesel power generators.

PuriNOx

- ♣ Alternative diesel fuels exist that achieve PM10 and NOx reductions. PuriNOx is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke. Require the use of PuriNOx.

Additional Feasible Operational Mitigation

- ♣ Electrical powered equipment should be utilized in-lieu of gasoline-powered engines where feasible.
- ♣ Prior to the issuance of a grading and building permit, the applicant shall submit verification that a ridesharing program for the construction crew has been encouraged and will be supported by the contractor via incentives or other inducements.

Operational Traffic Mitigation Measures

- ♣ Require the use of solar heating for all swimming pools.
- ♣ Require insulation beyond Title 24 requirements.
- ♣ Require the use of "Low e" glazing.
- ♣ Require the use of solar power for water heating at a minimum.
- ♣ Require the use of green technology for all residential units.
- ♣ Encourage carpool/vanpool program
- ♣ Provide on-site child care or contribute to off-site child care within walking distance.
- ♣ Provide preferential parking for carpool/vanpool vehicles.

- ♣ Provide secure, weather-protected bicycle parking for employees.
- ♣ Provide direct safe, direct bicycle access to adjacent bicycle routes.
- ♣ Provide showers and lockers for employees bicycling or walking to work.
- ♣ Connect bicycle lanes/paths to city-wide network.
- ♣ Design and locate buildings to facilitate transit access, e.g., locate building entrances near transit stops, eliminate building setbacks, etc.
- ♣ Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.
- ♣ Install EV charging facilities.
- ♣ Provide preferential parking locations for EVs and CNG vehicles

BOS 15.3
10-16-07
Pawater

Ladera Ranch Landmarks

Architectural Edge

Not so unassuming, the name **"Bridgepark" Plaza** was taken from its surrounding landmarks, the Sports park and the Crown Valley Parkway Bridge. An ever popular destination, ~~the plaza is a great place to~~ **convey an old-fashioned town-and-country style shopping plaza complete with water tower near the brewery.**



What does **Chaparral Elementary School** remind you of? Rydell High of Grease Fame? Riverdale High from the Archies? The architecture of this popular elementary school was designed to invoke the past and yet, we know this elementary school could not be more equipped to welcome and prepare students for the future.

Avendale Village Club reflects Early Americana small town life. The Plantation style club house with its long veranda beckons you to stop by, take a dip in the pool and dry-off with an ice cold drink.

Crown Valley Parkway Bridge

Spanning the Arroyo Trabuco between Mission Viejo and Ladera Ranch, is the 800-foot long Crown Valley Parkway Bridge designed to reflect the traditional Pasadena-style bridges of the early 1900s. The structure details subtle scoring with a sandblasted finish, sculpted concrete railings supporting classic column light poles and other architectural features.



Heritage Oaks

The California Heritage Oaks in Ladera Ranch are the symbol of solidarity, 225 years of history and renewed preservation.

An entire team is working together to implement the appropriate maintenance program to ensure these trees thrive in the community.

~~THE PRINCIPLES OF LADERA RANCH~~ **only needed to work around the native trees to preserve the environment and to continue to build upon it's legacy.** Throughout the Master-planned community you will find these growing symbols anchored in various corners and hilltops enticing you to establish your own roots in Ladera Ranch so that you can then spread your wings and fly.



Submitted by Sheryl Ade

10-16-07 Item 15.3
(date)

Ladera Ranch Landmarks

Architectural Edge

Not so unassuming, the name **"Bridgepark" Plaza** was taken from its surrounding landmarks, the Sports park and the Crown Valley Parkway Bridge. An ever popular destination, ~~the plaza is a great place to~~ **convey an old-fashioned town-and-country style shopping plaza complete with water tower near the brewery.**



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Avendale Village Club reflects Early Americana small town life. The Plantation style club house with its long veranda beckons you to stop by, take a dip in the pool and dry-off with an ice cold drink.

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An entire team is working together to implement the appropriate maintenance program to ensure these trees thrive in the community.

~~THE PLANNERS OF LADERA RANCH KNOW THEY NEEDED TO~~ **work around the native trees to preserve the environment and to continue to build upon it's legacy.** Throughout the Master-planned community you will find these growing symbols anchored in various corners and hilltops enticing you to establish your own roots in Ladera Ranch so that you can then spread your wings and fly.



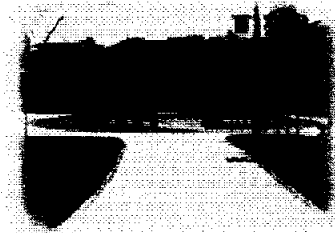
Hit The Trails

Trails, trails, and more trails are interwoven throughout Ladera Ranch making this community a walker's paradise. Discover ten miles of hiking and biking trails in and around the community. Ladera Ranch trails offer links to Orange County Regional riding, hiking and biking trails within Arroyo Trabuco, branching from Saddleback Mountain to Doheny Beach Neighborhood and back to pathways that connect to village clubs, schools and other public gathering spaces.



Parks

Here in Ladera Ranch everyone is within walking distance to any number of parks. Whether it's a pocket park just down the street or a neighborhood park or a plunge just a few blocks away, each are unique and each add so much value. You've probably wondered how each of them was named. Names were inspired by location, topography, architectural styles and materials of the park as it relates to the village themes. Some good examples are: Canterra Plunge in Avendale named because of the canterra materials cognizant of the Spanish Colonial architecture, Hilltop Park (need we say more?), and our favorite, Founders Park - named in tribute to the first residents of Ladera Ranch.



Pedestrian Bridge Old railway ties create the historic look and feel of Ladera Ranch's pedestrian bridge and what a landmark and icon it has become. Constructed and shipped from Alabama in 3 pieces, the Crown Valley Parkway pedestrian bridge was built in 5 hours and provides safe passage between Oak Knoll and the rest of Ladera Ranch.



Rose Garden

In the corner of the Town Green is our community Rose Garden. Lemon Trees, lavender and a variety of roses surround the garden to honor the matriarch of the O'Neill/Moiso Family, Alice O'Neill (Moiso) Avery. Mrs. Avery personally advised on the plant selections and is very proud of the garden that bears her name. Take a moment to sit at the nearby park benches to drink in the beauty and serenity of the rose garden and all it has to offer.



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



15.3

1:30 p.m. being the time set for public hearing on the application of Nexus Residential Communities – Fuscoe Engineering, Inc. for Tentative Certification of Environmental Impact Report No. 478; General Plan Amendment 754 to amend the Elsinore Area Plan from Community Development: Light Industrial (CD:L1) (0.25-0.60 Floor Area Ratio) to Community Development: Community Center (CD:CC) (5-40 Dwelling Units Per Acre and 0.10-0.30 Floor Area Ratio) on 14.35 net acres and to establish the boundaries of Specific Plan No. 340 (48.15 net acre Project Site) in the Elsinore Area Plan; Specific Plan 340, which proposes a Land Use Plan, Design Guidelines, and the Designation of Planning Areas incorporated with the development of a 48.15 net acre project site for a Residential Community that consists of Small Lot Single-Family and Multi-Family Residential Dwelling Units, with a maximum of 415 Residential Dwelling Units with an overall net density of 8.6 Dwelling Units Per Acre on the 48.15 net acre project site; Zone Change 6922, to change the zone from Scenic Highway Commercial (C-P-S) and Industrial Park (I-P) to Specific Plan (SP) and to establish the boundaries of the Specific Plan Planning Areas; Tentative Tract Map 31736, Schedule A, which proposes to subdivide 48.15 net acres into 106 lots out of which 103 are proposed as Single-Family Residential Lots with a minimum lot size of 2,730 square feet (net) all within Planning Area 2 of Specific Plan No. 340 and a 4.43 net acre Common Area Lot; and, Plot Plan 18966, which proposes to construct 18 3-Story Multi Family Residential Buildings on 20.91 net acres all within the Multi-Family Residential Lot of Tentative Tract Map No. 31736, Rancho California Zoning Area, 1st District, the Chairman called the matter for hearing.

Adam Rush, Planning staff, presented the matter.

The following individuals spoke:

Rick Hopkins, neutral, asked to retain arroyo features.

Sheryl Ade stated she is not opposed to the project, just the layout and submitted a document, and wants the oak trees preserved.

(Page 1) I hereby certify that the foregoing is a full true, and correct copy of an order made and entered on October 16, 2007 of Supervisors Minutes.

WITNESS my hand and the seal of the Board of Supervisors

Dated: October 16, 2007

Nancy Romero, Clerk of the Board of Supervisors, in
and for the County of Riverside, State of California.

By Amie Thlemmer Deputy

AGENDA NO.
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Gary Andre, in opposition, expressed concern about the access to equestrian trail.

Vicki Long, in opposition and representing Lake Elsinore Conservation Agency, wants modification to the plan.

Garth Erdossy, applicant's representative, stated that the site plan has been carefully considered and discussed the wildlife corridor.

Supervisor Buster asked for a response to the freeway emissions, water supply and wildlife corridor.

Katherine Lind, Principal Deputy County Counsel, stated that they should respond to concerns in the letter dated October 16, 2007 from Johnson & Sedlack.

On motion of Supervisor Buster, seconded by Supervisor Tavaglione and duly carried by unanimous vote, IT WAS ORDERED that the above matter is continued to Tuesday, November 20, 2007 at 1:30 p.m. to allow the applicant to address various concerns.

Roll Call:

Ayes: Buster, Tavaglione, Wilson and Ashley
Nays: None
Absent: Stone

(Page 2) I hereby certify that the foregoing is a full true, and correct copy of an order made and entered on October 16, 2007 of Supervisors Minutes.

WITNESS my hand and the seal of the Board of Supervisors

Dated: October 16, 2007

Nancy Romero, Clerk of the Board of Supervisors, in
and for the County of Riverside, State of California.

By *Nancy Romero* Deputy

AGENDA NO.
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