

**MAY RANCH**  
**FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**  
**STATE CLEARINGHOUSE 88012503**

*Return to  
Gloria  
21 comm  
12-20-88*

**PROJECT DEVELOPERS:**

KAUFMAN AND BROAD OF SOUTHERN CALIFORNIA, INC.  
5500 East Santa Ana Canyon Road  
Anaheim, CA 92807

Contact Persons:  
Kevin Kirk  
Linda Horning

**EIR PREPARED BY:**

FLORIAN MARTINEZ ASSOCIATES  
15641 Red Hill Avenue, Suite 205  
Tustin, CA 92680-7383

Contact Persons:  
Gil Martinez  
Keith Fichtner  
Kathy Tong

**LEAD AGENCY:**

CITY OF PERRIS  
101 North "D" Street  
Perris, CA 92370

Contact Person:  
Carl Parsons  
Director of Planning and Community Development

**December, 1988**

MAY RANCH  
FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE 88012503

CITY COUNCIL CERTIFICATION

The City Council of the City of Perris has determined that this final EIR is an accurate, objective and adequate statement which contains the documentation required by the City of Perris to implement CEQA, and has otherwise complied with all requirements of CEQA.

Certified, this \_\_\_\_\_ day of December, 1988.

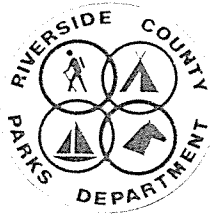
\_\_\_\_\_  
MAYOR OF THE CITY OF PERRIS

ATTEST:

\_\_\_\_\_  
CITY CLERK

The following agencies provided comments on the May Ranch Specific Plan and Draft EIR. Their comments and responses are included herein within this appendix:

1. State of California,  
Department of Transportation  
Caltrans District 8
2. State of California,  
Department of Parks and Recreation
3. State of California,  
Department of Transportation  
Division of Aeronautics
4. State of California,  
California Regional Water Quality Control Board  
Santa Ana Region
5. State of California,  
Department of Food and Agriculture
6. State of California,  
Department of Conservation
7. County of Riverside  
Department of Aviation
8. Farmers Fair
9. Sierra Club San Geronimo Chapter



COUNTY OF RIVERSIDE  
PARKS DEPARTMENT

4600 Crestmore Road, P.O. Box 3507, Riverside, CA 92519 • (714) 787-2551

PAUL D. ROMERO  
Director

RECEIVED  
AUG 23 1988

August 23, 1988

FMA  
15641 Redhill Avenue, Suite 205  
Tustin, CA 92680-7383

Gentlemen:

**MAY RANCH S.P./EIR - SCH #88012503**

Thank you for the opportunity to review the May Ranch Specific Plan/EIR. The following are this department's comments.

Parks/Recreation/Trails

1. On page 25, Fig. 11, Planning Area 7, Community Park No. 1.  
Parking should be provided by an on-site parking lot. The document states that the ballfields provided in this area will triple the current number serving the City. This will require more parking than the parallel parking is capable of handling (i.e., 24 parallel parking spaces). The conversion of landscape berms to parking area should be considered.
2. Page 25, Fig. 11, Planning Area 7.  
Revise "TOT-LOT" designation to playground and not specifically limit the users by this design/designation. A general purpose playground accommodating the handicapped will better serve a wide range of children.
3. Page 30, Fig. 16, Planning Area 12.  
Community park No. 3 should be corrected to community park No. "2". Parallel parking and "TOT-LOT" should be revised to provide for a parking lot parking area (direct head-in) and change TOT-LOT to a general playground area.
4. Page 38, Fig. 24, Planning Area 21, Community park No. 3.  
As designed, the park will accommodate family activities. This should also provide for a playground area to complement this family use/ As proposed, this element is not present.
5. Page 46, Section C, Item 1, Community Parks.  
Development standards narrative should reflect comments previously noted on items 1-4.

6. Page 46, Section C, Item 2, Linear Parks.

This section should reference standard applicable to hiking trail design and use as illustrated on page 66, figure 36. On page 57, the trail is referenced as an equestrian/hiking trail. Figures 36 and 37 should be consistent and label this as a multi-use equestrian/hiking trail as well.

As noted, this linear park area along the pipeline easement is subject to approval by the Metropolitan Water District. Should MWD not approve the linear park, mitigation should be provided for the equestrian/hiking trail and other open space/park amenities contained within this area. The worst case senario would eliminate these facilities should MWD not approved this concept. Provisions for the ccontinuanace of the recreation trail needs to be addressed. (Possibly via an alternative route.)

6. Page 47, Section 3.2.3., Development standards for circulation.

7

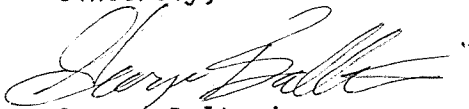
Reference to bicycle lanes is not within the narrative. (Page 50, Fig. 32, illustrates bicycle lanes.) The design standards should provide for Class I and Class II bicycle routes. The County General Plan calls for a Class I bicycle lane along the Romona Expressway.

Cultural/Historic Resources

The History Divsion's Historic Resources Inventory does not include any information on resources that are likely to be impacted by this project. The inventory, however, contains only a preliminary survey of this particular area. If any historic reosurces surface, the History Division should be notified.

Should you have any questions regarding the aforementioned, please do not hesitate to contact Marc Brewer of this department or me.

Sincerely,



George Balteria  
Chief Park Planner

GB/0535M

c: City of Perris, Susan Gray  
Paul Romero, Parks Director  
Sam Ford, Deputy Parks Director

RESPONSE TO COMMENTS FROM COUNTY OF RIVERSIDE PARKS DEPARTMENT  
Letter Dated August 23, 1988

Comments to the above referenced letter are hereby acknowledged and responses follow:

Comments 1 thru 5:

The comments are acknowledged and will be considered by the City of Perris during review of the final parks plans for all three community parks.

6. The trail within the linear park will be used for a combination of hiking and emergency access uses. The final specific plan will be corrected to indicate that the trail will not be used for equestrian uses. Standards for the applicability of this hiking trail are subject to MWD approval and will not be included within the specific plan at this time. Should the MWD not approve the linear park uses, the 14 acres will remain as open space within the project site. Further, in the event that the MWD does not approve the linear park use, alternative trail connections could occur along Ramona Expressway or along Rider Street. It should further be noted that the trail within the linear park system is not classified as either a primary or secondary trail within either the County or City's regional circulation system.
7. The comment is acknowledged and will be incorporated into the final street improvements plans for Ramona Expressway.



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 22D COMBAT SUPPORT GROUP (SAC)  
MARCH AIR FORCE BASE, CALIFORNIA 92518-5000

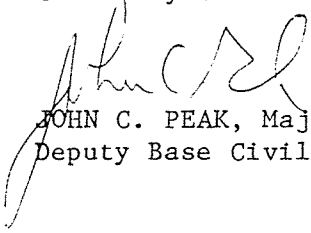
18 AUG 1988

REPLY TO  
ATTN OF: CC

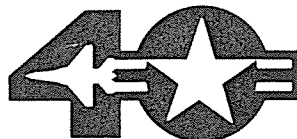
SUBJECT: May Ranch Revised Specific Plan/Supplemental EIR

TO: City of Perris  
Planning & Community Development  
101 North "D" Street  
Perris, CA 92370

1. Thank you for the opportunity to review and comment on the proposed project.
2. Subject proposal is outside of Air Installation Compatible Use Zone (AICUZ)  $L_{dn}$  65 noise level, plotted for base flight operations, and is not considered an area where Air Force land use recommendations apply.
3. However, we recommend prospective buyers and tenants of residential properties be notified in writing of the presence of military aircraft at all hours and the potential for adverse noise affects on their quality of life.
4. If we may be of further assistance, please contact Ms Janice Hester, Base Community Planner, at (714) 655-4858.

  
JOHN C. PEAK, Major, USAF  
Deputy Base Civil Engineer

UNITED STATES AIR FORCE



SEPTEMBER 18, 1947



RESPONSE TO COMMENTS FROM DEPARTMENT OF THE AIR FORCE

Comments to the above referenced letter are hereby acknowledged and responses follow:

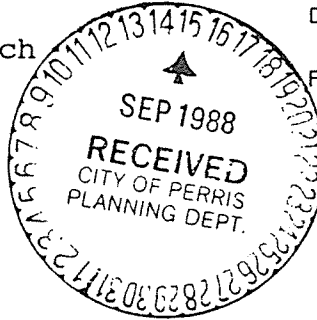
1. The comment is acknowledged.
2. The comment is acknowledged.
3. The comment is acknowledged. It is agreed that future homebuyers within May Ranch be informed in writing of the presence of military aircraft within the area.



# Memorandum

To : State Clearinghouse  
Office of Planning & Research  
1400 10th Street  
Sacramento, CA 95814  
  
Attention: John Keene

Date : September 12, 1988  
  
File No.: 08-Riv-215-31.1  
SCH# 88012503



From DEPARTMENT OF TRANSPORTATION  
District 8

Subject: May Ranch Specific Plan/Draft Environmental Impact Report

We have reviewed the above-mentioned plan and have found no considerable change to the circulation element. The concerns stated in our letter of July 21 (see attached letter), in response to the original document, remain unanswered at this point in time.

We would like a copy of the final document and the Conditions of Approval as soon as they are available.

If you have any questions, please contact Richard Malacoff at ATSS 670-4550 or (714) 383-4550.

Original Signed By G. Visbal

GUY G. VISBAL  
Chief, Transportation Planning Branch

RM:km  
bcc: GSmith, Plan Coord Unit, DOTP  
JNeville

**Memorandum**

To : State Clearinghouse  
Office of Planning & Research  
1400 10th Street  
Sacramento, CA 95814

Date : July 21, 1988

File No.: 08-Riv-215-31.1  
SCH# 88012503

Attention: John Keene

From : DEPARTMENT OF TRANSPORTATION  
District 8

Subject: May Ranch Specific Plan/Draft Environmental Impact Statement

We have reviewed the above-mentioned project and have the following concerns:

According to our analysis, the traffic study was deficient in the following areas:

- o The following were incomplete or omitted from this study: existing and future average daily traffic (ADT) volumes, traffic generation (including peak hour), traffic distribution, intersection capacity utilization (ICU) analysis along with intersection diagrams that include turning movements. In addition, current and projected capacities of local roads, State highways and freeways that are impacted by this project should be included.
- o When analyzing the intersections, documentation should be included to support intersection volume calculations given. Also, did these values consider external to external trips or background traffic? *NO*
- o Analysis of the regional cumulative impacts to Routes 60 and 91 and Interstates 15 and 215.
- o According to page 7 of the traffic analysis, a majority of the trips will go to northern San Diego County and according to Figure 2, a majority will go north to Riverside. This inconsistency needs to be made clear in the final report. In addition, if the traffic does flow south to San Diego County, an explanation of how this was determined will be necessary.
- o Evaluation is needed for the impact on Interstate 215 at the Ramona Expressway with and without the Placentia Expressway. *Both Citations are LOST*

Based on our analysis, the following facility mitigations to the State highway system are recommended for this project:

- o 150 Space Park and Ride lot based on the ratio of 100 spaces per 2500 dwelling units.

State Clearinghouse

Page 2

July 21, 1988

- o The intersections located at the State highway must have an improved level of service.
- o Contribution towards the study of an alternate corridor.
- o Signalization at the Interstate 215/Ramona Expressway interchange.

Appropriate mitigation for cumulative development can include both facility and demand mitigation. Specific facility mitigation can include ramp widening, additional lanes, auxiliary lanes, signalization or ramp metering. Suggested forms of demand mitigation can include staggered work hours, ridesharing or the formation of a Transit Management Association to coordinate all transit and ridesharing facilities.

It is a Caltrans Policy to support economic growth and orderly land use development, however, new development that significantly impacts State highway facilities should have mitigation measures addressed. In view of the fact that Caltrans has no funds available for infrastructure improvements, we recommend that the City of Perris take the lead in developing a fair-share mechanism in which developers would participate to fund needed improvements to the State highway system.

We would like a copy of the final document and the Conditions of Approval as soon as they are available.

If you have any questions, please contact Richard Malacoff at ATSS 670-4550 or (714) 383-4550.

Original Signed By ~~G. Visbal~~ *RMalacoff*  
for

GUY G. VISBAL  
Chief, Transportation Planning  
Branch

RM:km

bcc: GSmith, Plan Coord Unit, DOTP  
ESTudor, Riverside County Road Department  
PConnally, Development Review

RESPONSE TO COMMENTS FROM STATE DEPARTMENT OF TRANSPORTATION  
Letter Dated September 12, 1988

Comments to the above referenced letter are hereby acknowledged and responses follow:

1. The first response letter dated July 21, 1988 has been addressed and responses are included within the Final EIR for the May Ranch project. Further, comments from the State Department of Transportation were addressed in a separate letter dated September 2, 1988 from Mohle, Grover and Associates (MGA) (see attached).



**MOHLE, GROVER & ASSOCIATES**  
**901 East Imperial Highway, Suite A**  
**La Habra, CA 90631 · (714)738-3471**

RECEIVED

SEP 6 1988

September 2, 1988

Mr. Guy G. Visbal, Chief  
Transportation Planning Branch  
Caltrans District 8  
P. O. Box 231  
San Bernardino, CA 92402

Subject: Traffic Report for Revised May Ranch Specific Plan  
Draft Environmental Impact Statement  
Your File 08-Riv-215-31.1  
Your Memorandum dated July 21, 1988 to the  
State Clearing House

Dear Guy:

As a follow-up to my meeting on August 30, 1988 with Richard Malacoff of your staff, enclosed are two copies of the Traffic Analysis for the Revised Land Use Plan and Specific Plan for the May Ranch development in the City of Perris. The traffic analysis is dated August 31, 1988.

We believe the report is a very detailed assessment of not only the traffic impacts resulting from the development of the May Ranch, but also the traffic impacts resulting from cumulative development in the surrounding study area.

In reviewing this report, you will note that there is a specific section devoted to Route 215 which discusses not only existing traffic, but the implications of traffic resulting from the May Ranch development as well as cumulative development on the critical section of I-215 concerning this study which would be northerly of the Ramona Expressway interchange. The report recognizes that the freeway in the future must be widened to eight lanes and that consideration should be given to a freeway to freeway type interchange at the Ramona Expressway.

The traffic analysis has, we believe, detailed information concerning traffic generation, directional distribution, traffic assignments and analyses of predicted traffic volumes at the 27 intersections selected for study.

Specific turning movements of existing traffic were made at the Ramona Expressway interchange with Route 215 so that these volumes

Mr. ? G. Visbal  
May Ranch Traffic Analysis  
September 2, 1988  
Page 2

have been included in the analysis. Attached to this letter is a listing of the relative saturation or ICU's for each of the traffic movements for each of the four scenarios studied for the Ramona Expressway and the Placentia Avenue interchanges at Route 215. This matrix clearly shows that the interchange will have serious congestion during total buildout of the study area.

The need for additional funding for improvements on the State highway system are fully recognized. As you will note in reading the report, the need for the study of an additional freeway parallel to I-215 and easterly of Perris is recognized. Also recognized is the need for intersections on the Ramona Expressway to be grade separated to handle future traffic volumes with a reasonable level of service.

As I mentioned to Mr. Malacoff during the August 30 meeting, the City of Perris is conducting an update of its General Plan. Part of this study involves transportation. The policy concerning requirements for developers to provide park-and-ride facilities near freeway interchanges will be considered as part of this General Plan update. It is recognized that the provision of park-and-ride lots is only a small part of the needed new facilities to handle the future traffic demands on the transport system.

Regarding the Placentia Avenue interchange, it was noted at our meeting that the construction of an interchange on I-215 at Placentia Avenue is included in the recently revised freeway agreement between the State and the City of Perris. It is the City's intent to see that this interchange is fully implemented as an integral part of the conversion of the subject section of Route 215 to interstate standards. The need for this new interchange has been documented previously in studies conducted for the City of Perris and reviewed by Caltrans District 8.

In terms of consideration of needs for an additional high traffic capacity facility in the east-west direction, the report specifically mentions the need to consider the extension of the Ramona/Cajalco Expressway into Orange County in order to provide a completely separate route to Route 91 for mobility between the Perris Valley region and Orange County. Placentia Avenue is being developed by the City of Perris as a major arterial street from the Ramona Expressway to its City Limits at Route 215. It is obvious from previous studies, and the current study, that the Placentia Avenue interchange is absolutely necessary in order to adequately handle anticipated area-wide development.

Finally, and probably most importantly, the City intends to adopt a funding mechanism that will equitably distribute the needs of additional funding for transportation facilities, along with other

Mr. ? G. Visbal  
May Ranch Traffic Analysis  
September 2, 1988  
Page 3

community facilities, on all new development within the City of Perris. It is understood that the State will be signaling the Route 215 at Ramona Expressway interchange at State expense with construction scheduled to be completed by July-1989.

In conclusion, we believe it is also important to say that the City of Perris is in fact actively considering, and will most probably be adopting in a short time, a fair share mechanism in which developers will participate to fund needed transportation improvements. The extent to which funding will be made available for State highway projects has not been determined.

Many thanks for your consideration of this study and these comments. Please give me a call if you have any questions or need additional information.

Best regards,

MOHLE, GROVER & ASSOCIATES



R. Henry Mohle  
President

RHM:jh  
Enclosures

TABLE A

LEVELS OF SATURATION (ICU)  
ALONG INTERSTATE 215

INTERSECTION NUMBER	INTERSECTION NAME	MOVEMENT	SCENARIO 1		SCENARIO 2		SCENARIO 3		SCENARIO 4	
			AM	PM	AM	PM	AM	PM	AM	PM
2	CAJALCO RD @ I-215 S/B	EBT	.21	.67	.27	.75	.93	1.04	1.07	2.27
		EBR	.25	.46	.26	.44	.87	.66	.90	1.35
		SBL	.58	.70	.70	.86	1.01	2.21	1.02	2.24
		SBR	.09	.17	.08	.16	.06	.31	.06	.28
		WBT	.21	.34	.26	.40	.84	.78	.98	.91
		WBL	.46	.59	.61	.83	.89	1.08	1.15	.76
3	RAMONA EXPWY @ I-215 N/B	EBT	.24	.53	.31	.68	.92	1.02	1.25	1.50
		EBL	.72	.47	.93	.79	.93	.79	.28	.06
		WBT	.21	.33	.26	.37	.70	.83	1.66	3.41
		WBR	.81	.55	1.01	.66	1.54	.13	1.59	4.97
		NBL	.81	.81	.94	.82	.67	3.56	.57	1.05
		NBR	.37	.48	.62	.51	1.06	3.32	.60	1.06
20	PLACENTIA AVE @ I-215 S/B	EBT	.05	.05	.05	.05	.05	.05	.05	.05
		EBR	.00	.00	.00	.00	.00	.00	.00	.00
		SBL	.26	.06	.06	.08	.67	.90	.78	1.06
		SBR	.00	.00	.00	.00	.00	.00	.00	.00
		WBT	.00	.01	.00	.01	.01	.01	.01	.01
		WBL	.12	.48	.27	.49	.84	.86	.87	1.08
21	PLACENTIA AVE @ I-215 N/B	EBT	.02	.07	.02	.10	.45	.58	.69	.90
		EBL	.06	.03	.06	.06	.28	.36	.25	.06
		WBT	.11	.27	.16	.33	.41	.55	.62	.95
		WBR	.04	.22	.04	.24	.16	1.42	.75	1.06
		NBL	.14	.01	.14	.01	.02	.03	.01	.02
		NBR	.00	.09	.00	.23	1.01	1.04	.67	.95



# County of Riverside

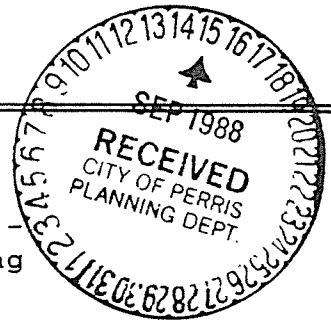
## DEPARTMENT OF HEALTH

**TO:** CITY OF PERRIS  
ATTN: Planning Dept.

**DATE:** 9-8-88

**FROM:** *Let for 9/9/88*  
H. R. LUCHS, Land Use Supervisor, Environmental Health Svcs

**RE:** MAY RANCH



The Environmental Health Services has reviewed EIR - May Ranch Revised Supplemental and has the following comments:

WATER AND SEWER (John Silva, Public Health Engineer)

The May Ranch project as proposed, is to receive domestic water services, including sanitary sewer collection from Eastern Municipal Water District. Page 11 of the EIR states that 2.14 mgd of water and 1.07 mgd of sewage will be generated from the project. The project report identifies that Eastern Municipal Water District "can provide service to the site."

Domestic water service needs to be secured through a current will-serve letter. Sewage treatment abilities also need to be secured, due to the anticipated flow of 1.07 mgd entering the Perris Valley Water Reclamation Facility. The document does not identify what the existing flow rate into the Perris Valley facility is at this time, which is probably close to the designed capacity of 1.0 mgd. Additional flows are anticipated and expected from the prohibition area of Homeland, Romoland and Green Acres. It is obvious that the treatment plant needs to be expanded to accommodate this project. This will-serve letter from Eastern Municipal Water District needs to be specific and specify that there will be adequate sewage treatment capacity at the Perris Treatment Plant to serve the project at the time of construction.

JCS:mdt:tac

SOLID WASTE: (Richard Keagy, Senior Sanitarian)

The following are the Solid Waste Management Programs' comments on the above specific plan/supplemental EIR.

Solid waste collection, storage and disposal impacts have not been addressed in this EIR.

City of Perris  
Page Two  
Attn: Planning Dept.  
September 8, 1988

Solid waste generation and disposal will have a measurable impact on the Mead Valley Sanitary Landfill. This facility already exceeds its permitted maximum daily capacity.

The EIR should calculate the amount of solid waste to be generated daily or weekly by the proposed commercial center.

The EIR should address the impact and proper handling of the construction waste generated during the development of the project. The amount of construction waste which would be generated should be calculated as well.

Solid waste bin enclosures should be addressed for the commercial areas. An adequate number of permanent waste storage enclosures should be provided to promote visual aesthetics and routine cleaning and to prevent odors and propagation/harborage of vectors.

The EIR should address the types of waste collection services which will be utilized in the proposed project. The adequacy and accessibility of streets for collection vehicles also need to be addressed.

recycling of waste generated through the development of this project and for use by the residents and businesses after development, should be addressed in greater detail.

The Department of Waste Management should be consulted for the project's impacts.

Staff was unable to locate recyclable materials drop off point mentioned in the document for design review. Staff requests an opportunity to do so.

RK:tac

If you have any further questions, please contact this office at (714) 787-6543.

HRL:tac

RESPONSE TO COMMENTS FROM COUNTY OF RIVERSIDE DEPT. OF HEALTH  
Letter Dated September 8, 1988

Comments to the above referenced letter are hereby acknowledged and responses follow:

1. The comment is acknowledged. The will-serve letter from the Eastern Municipal Water District will be obtained by the developer as a condition of a approval for all tentative tract maps within the May Ranch specific plan.
2. The comment is acknowledged. Solid waste generated in the City of Perris is collected by Perris Disposal, a private company, and waste is currently disposed of in the Mead Valley landfill. However, according to the Riverside County Dept. of Health, the Mead Valley, Double View and High Grove landfills will be closed within the next five years. It was indicated that adequate solid waste waste capacity would be available at Badland and El Sobrante landfills to serve the project site.

The proposed May Ranch specific plan will increase the amount of solid waste generated on the project site and thus increase service needs for waste haulers. The May Ranch project will generate an estimated 14.8 tons of waste per day in 1992, increasing to an ultimate 42.2 tons per day at buildout. During development of the project, adequate capacity exists to handle all construction wastes.

It should be noted that solid waste collection, storage and disposal impacts will be further addressed as a condition of approval at the time of tentative tract maps and development plan review for May Ranch. Within a specific plan, the actual location of solid waste bin enclosures and accessibility of streets for collection is not known at this time, however, the developer will meet all requirements and standards for solid waste pick-up and disposal in the future. The developer has agreed to contact the Department of Waste Management to address the project's impacts in conjunction with the design of the individual planning areas. Also, the specific plan has been conditioned to provide for recyclable drop-off areas within commercial areas.

State of California

# Memorandum

To : Mr. John Keene  
State Clearinghouse  
Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, California 95814

Date : September 8, 1988

Place : Sacramento

From : Department of Food and Agriculture --1220 N Street, Room 104  
Sacramento, CA 95814

Subject: SCH No. 88012503--May Ranch Revised Specific Plan/  
Supplemental EIR

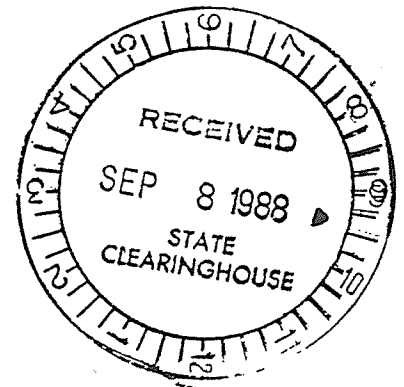
The California Department of Food and Agriculture (CDFA) has reviewed the above referenced project. Section 4.2.3 states, "The analysis of other pertinent land use plans and the agricultural resource considerations are adequate as contained in the original draft May Ranch Specific Plan/EIR".

Our letter dated July 14, 1988 addresses the CDFA's concern with the project and DEIR. We do not feel that the original DEIR contains adequate information regarding the conversion of agricultural land and we would like these concerns to be further addressed in the Final EIR. For your reference we have enclosed a copy of this response. Since the revisions do not pertain to or address the issues raised in our original response, the CDFA has no comment on the revised plan and supplemental EIR.



Martha Neuman  
Research Assistant  
(916) 322-5227

cc: Riverside County Agricultural Commissioner



RESPONSE TO COMMENTS FROM STATE DEPARTMENT OF FOOD AND AGRICULTURE  
Letter Dated September 8, 1988

Comments to the above referenced letter are hereby acknowledged and responses follow.

1. The responses to the original letter dated July 14, 1988 have been included in the Final EIR for May Ranch.

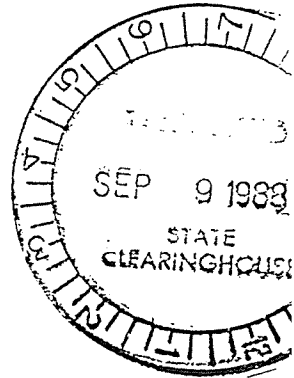
**Memorandum**

Date : August 31, 1988

To : Gordon F. Snow, Ph.D.  
Project Coordinator  
Resources Agency

From : Department of Parks and Recreation

Subject: Revised May Ranch Specific Plan  
Draft Environmental Impact Report  
SCH# 88012503



The Department of Parks and Recreation has reviewed the subject document. The proposed project will affect our property, Lake Perris State Recreation Area (SRA), immediately north of the project site.

We are disappointed to see that this revised document does not address any of the comments in our memo of July 8, 1988 (see attachment). All of those issues still require responses.

One of our primary concerns is about the inadequacy of park development and recreational opportunities for the growing population, and the predictable heavy user impacts on Lake Perris SRA. Unfortunately, the revised specific plan now proposes to add 400 more homes to the project without a corresponding increase in public parklands for community recreational needs. The project proponent should not consider the proximity of Lake Perris SRA as a substitute for local parks. The Revised May Ranch Specific Plan does not demonstrate responsible community planning.

Please keep us apprised of the progress of the project; we request an opportunity to review and comment on the specific tract plans within the project. Our contact is Mr. James M. Doyle, Supervisor, Environmental Review Section, P.O. Box 942896, Sacramento, CA 94296-0001, telephone (916) 324-6421.

A handwritten signature in cursive script, reading "Richard G. Rayburn". The signature is written in dark ink and is positioned above the typed name of the signatory.

Richard G. Rayburn, Chief  
Resource Protection Division

Attachment

July 8, 1988

Gordon F. Snow, Ph.D.  
Project Coordinator  
Resources Agency

May Ranch Specific Plan  
Draft Environmental Impact Report  
SCH# 88012503

The Department of Parks and Recreation has reviewed the subject document. The proposed project will affect our property, Lake Perris State Recreation Area (LPSRA), immediately north of the project site. Our primary concerns are with the project's effects on traffic and circulation, water and sewer systems, and increased demand for park and recreation services.

Our specific comments correspond to the following sections:

3.8.3 COMMERCIAL ZONE The Specific Plan calls for a designated area for commercial development at the Ramona Expressway and LPSRA access. We believe this location is unsuitable because of traffic congestion and the problem of glare at night, both of which would affect LPSRA. We suggest another location for the commercial zone.

4.3.9.c TRAFFIC AND CIRCULATION (Mitigation Measures) The proposed highway construction and design changes at the Ramona Expressway intersection (LPSRA access) would cause a backup of traffic exiting the State Recreation Area and the fairgrounds. Changes at Center Street should occur only on the south side of the expressway.

4.3.11.2 WATER AND SEWER SERVICE If the current water source proves insufficient for the needs of the project, will the project require water from Lake Perris? The EIR should discuss this contingency and its effects on the water level of the lake relative to recreation uses. Construction of pipelines (Figure 17) at the Ramona Expressway/LPSRA access intersection will interfere with public access; this impact should be discussed.

4.3.11.4 PARKS AND RECREATION

(1) Existing Conditions The project proponent assumes that LPSRA's proximity to the City of Lake Perris helps offset the "park deficit" situation and provides "City residents [with] convenient access to that recreational facility" (page 117). The DEIR fails to mention that water quality is currently a major

Gordon F. Snow, Ph.D  
July 8, 1988  
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concern and that LPSRA has had to turn away visitors at times when the unit reaches carrying capacity.

(2) Environmental Impacts The figure of a 1.3% increase in annual visits does not give a complete picture of visitor usage. In the winter, during low visitor use periods, an increase of 1.3% is negligible. During the peak summer season, however, when the SRA is near--or at--capacity, even that slight percentage represents a large number of would-be visitors. Residents of the proposed project, because of their location, would have an advantage over those who must come from a distance, and would effectively preempt their use of the SRA.

(3) Mitigation Measures The acknowledged shortfall of dedicated City park land in this project is not adequately mitigated by the proposed payment of in-lieu fees. Much of the increased demand for park and recreation opportunities will affect the existing SRA; and the project proponent does not propose any mitigation for the project's impacts on the services, facilities, and staffing of LPSRA.

We encourage the project proponent to discuss these concerns with the staff of our Los Lagos District office. Chief Ranger, J. Roggenbuck, may be reached at (714) 657-0676 or 657-5160; the mailing address is P.O. Box 926, Perris, CA 92370.

Please keep us apprised of the progress of the project. Our contact is Mr. James M. Doyle, Supervisor, Environmental Review Section, P.O. Box 942896, Sacramento, CA 94296-0001, telephone (916) 324-6421.

Richard G. Rayburn, Chief  
Resource Protection Division

bcc: Southern Region  
Los Lagos District

RGR:BSPorter:JRoggenbuck

file: 88012503



RESPONSE TO COMMENTS FROM STATE DEPARTMENT OF PARKS AND RECREATION  
Letter Dated August 31, 1988

Comments to the above referenced letter are hereby acknowledged and responses follow.

1. The responses to the original letter dated July 8, 1988 have been included in the Final EIR for May Ranch. Existing State law as stated within the Quimby Act permits a jurisdiction to assess a dedication requirement not to exceed two (2) acres per 1,000 population for local or neighborhood park needs. The City of Perris exceeds State law by requiring two (2) acres of park for every 100 dwelling units. The proposed project would require approximately 78 acres of dedicated park land. Based upon a total of 3,883 residential dwelling units, a combination of land contributions and dedicated park land improvements totalling \$3,106,400 is proposed to meet the City's park requirement.

PUBLIC HEARING PROCESS  
MEETING MINUTES

Attached are minutes from Planning Commission and City Council public hearings regarding the May Ranch Specific Plan/EIR. With regard to the comments received from Farmer's Fair, it was agreed by the developer that future homebuyers within May Ranch be informed of all adjacent land uses. Notification of the fairground project and its year-round interim use program will occur within the Department of Real Estate reports and separate homeowner notification documents.

**SPECIAL PLANNING COMMISSION MEETING**

**TUESDAY, SEPTEMBER 27, 1988  
7:00 P.M.**

The meeting was called to order at 7:00 p.m..

- I. **Roll Call:** Commissioners Wenker, Fliemann, Beeson, Gutierrez and DeGano.

Also present: Carl Parsons, Director of Planning & Community Development; Sue Gray, NBS/Lowry Assistant Principal Planner; Elise Traynum, City Attorney.

- II. **Public Hearing: 7:00 p.m.**

- A. Request for approval of CASE 88-20 EIR/SPECIFIC PLAN Review of May Ranch's Draft Eir/Specific Plan; (Applicant: Kaufman & Broad, 550 E. Santa Ana Canyon Road, Anaheim, CA. 92807).

Sue Gray, NBS/Lowry Assistant Principal Planner introduced this item. Mrs. Gray said the project is located south and southwest of Ramona Expressway and east of the Perris Valley Storm Channel with Placentia Avenue being the southern boundary of the project. The Specific Plan proposes construction of 3,508 single family units and 375 multiple unit with 77 acres of commercial development and 41 acres of parkland for an overall residential density of 5.2 units per acre. Mrs. Gray presented an exhibit that provides statistics on the proposal. There are a variety of land uses and lots sizes from R-10,000 to R-4,000, multiple-family, commercial, public parks and linear parks. The R-4,000, which would be a minimum of 4,000 sq. ft. lots and the R-4,500, which would be a minimum of 4,500 sq. ft. lots represents 39% of the total units proposed for the construction of the project with the multiple family at 10% of the total units. The R-5,000, 5,400, 7,000, and 10,000 makes up the remaining multiple family and single family units. In the staff report there is a detailed analysis of the consistency of the Specific Plan with the General Plan. Also, the review of potential environmental hazards associated with the project. As outlined in the report major impacts associated with the project can be mitigated through project design, on and off site improvements and payments of mitigation fees; with the exception of the concern of dam inundation and the inconsistency of the plan with the Air Quality Management Plan. It further details the EIR process. Mrs. Grays stated to open the public and take in all written and oral comments to be incorporated into the final EIR that will ultimately be certified by City Council. Staff has reviewed the Revised Specific Plan in great detail. In the document there is provided detail in each planning area, these are shown in Figures 5-30 of the Specific Plan. It outlines the product types,

acreage, amount of dwelling units and density within each planning area. The plan proposes to allow for transfer of density between planning areas and the transfer of dwelling units. It provides a cap of units at 3,883 for the entire plan, which allows flexibility of the developer between the different planning areas. Staff agrees that some flexibility needs to be built into the plan, because these are conceptual plans at this time. There may have to be some alterations when it comes to the final design of the project. The concern of Staff is the amount of flexibility and the flexibility allowed in the R-4000 and R-4500 designations. Staff proposes to allow for the 10% flexibility within each planning area. But, not allow flexibility in the R-4,000, and 4,500 designations, due to the small lot size and provide a cap within the entire specific plan development of 3,508 single family and 375 multiple family units for a total of 3,883 total units within the project site. Mrs. Gray pointed out the location of the phases (four phases); Phase I is the located at the northerly portion of the project; southerly is Phase IV. Phase I, proposes 1,366 dwelling units; Phase II, 627 dwell. units; Phase III, 783 dwell. units and Phase IV, 1,107 dwell. units. Within each phase park and a mixture of product types are provided. The majority of small lots and multiple family units are contained within Phase I & IV. (Figure 44 in the Specific Plan). The Specific Plan proposes to phase the road improvements; these have been reviewed with the traffic consultant and city staff. It was generally agreed to the phasing. Conditions #20 delineates out the additional improvements by phase that staff is requesting. In Phase I, the improvement of Ramona Expressway, Center Street, Morgan, which turn into the loop road and back over to Morgan. Staff has conditioned for interim improvements on Rider Street consistent as we conditioned for McCanna Ranch; 24 feet of paving over to Redlands Avenue. The applicant, city staff and traffic consultant has reviewed this and we are providing two different alternatives for the connection of Phase I into Rider Street. Interim improvements can be made down Center Street to connect Phase I down to Rider on into Redlands or interim improvements can be made down Bradley and on into Rider on into Redlands. There will be secondary emergency access into the site from Phase I on. Staff has also conditioned for the applicant to pay their fair share of the crossing of the Perris Valley Storm Channel at Rider Street. Again, this is consistent with decisions made on the McCanna Ranch Specific Plan. The traffic consultant, Mohle, Grover and Assoc., has review the proposed phasing and road improvements and the additional requirements that are necessary for the improvement of this project are outlined in condition #20. The representative for Mohle, Grover is present and will elaborate on improvements that is requesting on Center and Rider, etc. Within the specific plan staff has also delineated out the review of the proposed development standards which is contained in Section 3.8 of the Specific Plan. The exhibits provided in the Staff Report and additional exhibits indicate the standards that are proposed by the applicant and standards proposed by city staff, in reaction to

their proposed standards. The changes that staff is proposing:

- 1) require a minimum lot size and no average lot size throughout the planning areas as proposed by the applicant.
- 2) Staff has conditioned for 5 foot side yard set back; the applicant proposed a 3 foot side yard set back.
- 3) the applicant proposed a 15 foot rear yard set back, but allow patio covers to encroach 10 feet within this area, to ultimately provide 5 foot set back from the patio to the rear yard. Staff has conditioned for only allowing a 5 foot encroachment, so total back yard area of 10 feet.
- 4) Within the multiple family standards the applicant proposed a parking standard of 1.3 parking spaces for 1 bedroom unit; 1.5 parking spaces for 2 bedroom units; 2 for an apartment with 3 or more bedrooms; all of these being uncovered. Staff is proposing the standard of two parking spaces for each apartment to be covered along with the provision of uncovered visitor parking within the actual development, rather than parking on the street.
- 5) The applicant shall provide a common and private open area that are consistent with the recent amendment to the R-2 Ordinance.
- 6) Under the Commercial development standards there are changes in areas as either permitted or conditionally permitted uses;
- 7) they are required 15% parking landscaping and one tree for every seven stalls. In reviewing the development standards there are no requirements for parking lots landscaping or trees within the parking lot. Therefore, we have added those conditions;
- 8) We are requiring the submittal of a Design Guideline Handbook which would address construction materials, individual lot plotting; front yard landscaping; etc. It will be reviewed by the Commission and Council prior to the construction of any dwelling units or commercial development.

Mrs. Gray pointed out changes to be made in the Conditions:

#20. based upon evaluations from the traffic consultant amend it to state: Phase I, a.) "Rider Street from Center Street to Redlands Blvd and Center Street from Morgan Street to Rider Street or Bradley Road from Morgan Street to Rider Street and Rider Street from Bradley Road to Redlands Blvd. shall be improved with a minimum 24 foot wide asphalt concrete paving. Reconstruction, resurfacing of existing paving as determined by the City Engineer."; c.) add: "within the May Ranch."; Phase II, a) add: "with the May Ranch."; Phase III, a) add: "with the May Ranch."; Phase IV, b.2) amend 96 feet to 86'; b.4) amend: Rider Street from Loop Road to Center Street 64 feet, Rider Street from Center Street to west property boundary 68 feet."; b.5) amend: 96 feet to 68 feet. Mrs. Gray intro ced Mr. Norris of Mohle, Grover & Assoc., who has exhibits that indicate the changes to the conditions. Mr. Norris pointed out the changes; he commented on Center and Rider Streets intersection that was subject to controversy in the study. It has been agreed to narrow the curb to curb width of Rider down to 64 feet. However, 300 feet westerly of Center needs to be widen to 68 feet to accommodate a right turn flair. A 92 foot right-of-way is still dedicated to

Rider Street; 110 R-O-W for Center Street. 86 feet is being required for the southbound approach, because three through lanes on Center and one left turn pocket is required; the northbound approach will have to be 96 feet to accommodate an additional left turn lane. Mrs. Gray commented that the widening of the approaches, within the approach ways, will cut down the amount of landscaping that the applicant will provide at the flaired intersection. The traffic study does indicate that the improvements will be necessary. In addition, Mr. Norris said beyond the western boundary of the project Rider Street will have to be widened to a 86 foot right of way to have brought up to level "C". Because, as you approach Redlands the traffic increases; any narrower curb to curb width will cause problems. The engineering conditions have not been included because we have not received comments from Riv. Co. Flood, Fire Dept, EMWD and MWD. Therefore, the conditions of approval are stated as preliminary conditions of approval. After we receive their comments the EIR will be subject to further review. Staff recommends approval of Specific Plan and the review of the EIR.

Chairman Gutierrez opened the public hearing and asked for any proponents or applicant.

Kevin Kirk, Vice Pres. Kaufman & Broad, 5500 Santa Ana Canyon Rd., Anaheim, request approval and recommendation to Council to move forward with the project. Mr. Kirk informed the Commission that they are going to present a slide show. The presentation will include: 1) the multi-family and higher density residential focused in Phases in I & IV are driven by compatibility with adjacent land uses more than by market; 2) layout of typical lots. Mr. Kirk asked that a minimum of 5 foot clearance of patio covers from property corners, only if they can achieve a minimum of a 10 foot average through the length of the patio cover; 3) inclusion of an exhibit to discuss the minimum average lot size that is proposed under the plan. Having the flexibility, as long as the minimum average is not decreased, is beneficial. Mr. Kirk commented there is about 1 million sq. feet of arterial highway improvements that they did not anticipate and are now asked to improve.

Mr. Martinez, of FMA, Master Planners/Architects for the May Ranch project, presented the slide show which showed the land use plan and concept. Mr. Martinez said the goals of the project are: 1) create a plan that proposes a variety of mixed use development in a village like environment; 2) provide a residential community in recreation park like setting; 3) develop a land use plan that is compatible to adjacent land uses; 4) prepare a plan that would have a balance circulation system through the higher hierarchy streets; 5) implement the city's goals and objectives through the plan. There are three major components to the plan: 1) circulation; The entries to the project: primary entry is off of Ramona Expressway; secondary entry is off of Rider Street into the

RESOLUTION NUMBER 1608

A RESOLUTION OF THE CITY COUNCIL OF THE CITY  
OF PERRIS ADOPTING MAY RANCH SPECIFIC PLAN AND  
CERTIFICATION OF THE ENVIRONMENTAL IMPACT REPORT  
(EIR) CASE NUMBER 88-20

WHEREAS, pursuant to the provisions of Government Section 65450 et seq a public hearing was held before the City of Perris City Council in Perris, California on December 27, 1988, to consider the May Ranch Specific Plan (Case Number 88-20); and,

WHEREAS, all the procedures of the California Environmental Quality Act (CEQA) and the Perris Local Guidelines to Implement the Act have been met and Environmental Impact Report (EIR), prepared in conjunction with the May Ranch Specific Plan, is sufficiently detailed so that all the potentially significant effects of the project on the environment and measures necessary to avoid or substantially lessen such effects have been evaluated in accordance with the above referenced Act and Rules; and,

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

WHEREAS, the original proposal was modified to reduce the overall intensity of the development and establish conditions to mitigate environmental impacts based on the EIR, staff analysis, and public testimony.

NOW, THEREFORE, the City Council of the City of Perris in regular session assembled on December 27, 1988, hereby adopts the May Ranch Specific Plan (Case Number 88-20).

BE IT FURTHER RESOLVED by the City Council that the following environmental impacts are associated with the proposed specific plan, and each of the impacts will be avoided or substantially lessened by the reduced intensity of the project adopted and by the mitigation measures identified in the EIR and summarized below. The mitigation measures will all be incorporated into the specific plan.

A. EARTH RESOURCES

1. Impact: Grading of the 744 acre site will alter existing landform and expose site to erosion potential. The site is exposed to high ground shaking potential and dam inundation due to proximity of earthquake faults and Perris and Pigeon Pass Dams.

2. Mitigation: All on-site grading and construction will be conducted in accordance with guidelines established in Geotechnical Feasibility Report. The dam inundation potential cannot be fully mitigated and a statement of overriding considerations is contained in this resolution.

B. HYDROLOGY AND WATER QUALITY

1. Impact: Increased runoff will be generated on-site, groundwater recharge reduced.

2. Mitigation: On-site drainage facilities will be constructed with capacities as specified in the adopted Perris Valley Master Drainage Plan, payment of drainage fees, provision of 41 acres of parklands, use of reclaimed water, grading and mulching techniques designed to reduce runoff.

C. AIR QUALITY

1. Impact: Short-term impacts will result from grading and construction activities on-site. Long term impacts will result from increased emissions and incremental increase in degradation of regional air quality.

2. Mitigation: Minimize dust during grading and construction activities. Design of project to reduce vehicle miles by incorporation of commercial land uses, parks, sidewalks, pedestrian and bicycle trails. Provides location for bus pull-outs and construction of regionally needed road improvements to provide better traffic flow.

D. NOISE

1. Impact: Short-term, construction-related noise. Long-term noise resulting from increased vehicular traffic generated by project.

2. Mitigation: Limitation on construction hours near residential areas. Detailed noise study along noise impacted roadways to determine appropriate building techniques to be utilized to reduce noise to acceptable level.

E. BIOTIC RESOURCES

1. Impact: Loss of open space.



2. Mitigation: Design of project adjacent to open space areas, landscaping adjacent to project boundaries can be enhanced with use of large setbacks, use of larger, more mature trees and shrubs. The project will dedicate and improve 27 acres of parks and improve a 14-acres MWD linear park.

F. LAND USES

1. Impact: Phased conversion of site from existing agricultural use to urban land use. Encourage existing adjacent lands to convert from agricultural use to urban use. Specific Plan proposes more intense development of site than currently permitted by zoning or general plan.

2. Mitigation: The Specific Plan design elements and development standards address on-site amenities and the relationship to surrounding uses including landscape buffers and setbacks. The City should consider implementing a "right of farm" ordinance. However, the cumulative impact on agricultural resources cannot be fully mitigated and a statement of overriding considerations is contained in the resolution.

G. POPULATION AND HOUSING

1. Impact: The City's housing stock will increase by 3508 single-family residences and 375 multi-family units. Population increase is estimated at 10,678 persons (2.75 persons per unit).

2. Mitigation: The Specific Plan will provide a range of housing types and lot sizes to accommodate all segments of the market including first-time buyers, move-up market and apartments for rental units.

H. CULTURAL RESOURCES

1. Impact: Landform alteration through grading and development of project site.

2. Mitigation: No known cultural resources exist on-site. If any are encountered during grading or construction, work will stop until resource can be identified and removed from site.

I. CIRCULATION

1. Impact: Project will increase traffic volumes both on-site and off-site.

2. Mitigation: Project has been conditioned for road improvements both on-site and off-site. Additionally, will contribute mitigation fees pursuant to Area-wide Circulation Improvement Study.

#### J. ENERGY RESOURCES

1. Impact: Short-term impacts will consist of energy consumed during construction phase. Long-term impacts will consist of increased use of natural gas, electricity, water and sewer service by project residents.

2. Mitigation: Construction of all structures pursuant to Title 24, orientation of structures for use of natural heating and cooling, use of deciduous trees for summer cooling and utilization of winter sunlight for natural heating.

#### K. PUBLIC FACILITIES AND SERVICES

1. Impact: The Specific Plan at build-out will require 16 additional police officers and 9 additional support personnel; one fire station and engine company; consume 2.14 MGD gallons of water per day; generate 1.07 MGD of sewage per day; generate 2483 additional students; generate 42.2 tons of solid waste; consume 25,000,000 cubic feet of natural gas per month and 23,000,000 kilowatt hours of electricity per month.

2. Mitigation: The Specific Plan has been conditioned to provide police and fire protection mitigation fees pursuant to the Public Safety Study, provide will-serve letters from EMWD, pay school mitigation fees, provide recycling center within commercial area, and construct all structure pursuant to Title 24.

BE IT FURTHER RESOLVED by the City Council that it has considered the project alternatives identified in the EIR in approving the project, and with respect to those alternatives, makes the following findings:

#### A. NO PROJECT ALTERNATIVE

The "No Project" alternative would leave the project site in its existing use. This alternative would avoid the otherwise unavoidable direct and cumulative impacts of the project. However, this alternative was rejected as infeasible based on the following:

1. Historical data and the cancellation of the Williamson Act contract reveal that the site is only marginally productive in terms of agricultural output.

2. Agricultural operations themselves cause adverse environmental impacts that cannot be avoided by the "No Project" alternative, such as generation of fugitive dust from plowing and discing work, odors from pesticides, fertilizers and decaying vegetable matter, vandalism from occupants of nearby residential areas, and water demand.

3. The "No Project" alternative would also not allow the City to obtain the public benefits that will result from the project and provide capacity in excess of the incremental demands of the project.

4. The "No Project" alternative would not produce the fees and taxes that are projected to result from the project, especially the commercial uses.

#### B. LOWER DEVELOPMENT DENSITY ALTERNATIVE

This alternative would involve the development of the entire 744-acre site but with fewer residential units, and proposes 3450 single-family residential units, with no multi-family units, for an overall density of 4.6 dwelling units per acre. The total number of dwelling units permitted under this alternative is less than that permitted by the project, although the degree of land and resource disturbance is similar (e.g., grading, drainage). However, impacts on traffic, air quality, noise and public facilities would be less under this alternative. This alternative was rejected as infeasible based on the following:

1. Precludes attainment of project goals to provide homogeneous community to serve the needs of entry level buyer, move-up buyer, large family, and singles.

2. Historical data reveal that the site is only marginally productive in terms of agricultural production.

3. The alternative does not provide for a full range and mix of land uses and housing types.

4. It would not provide for trip reduction achieved by a planned community with a balanced mix of local employment, commercial and housing opportunities.

5. This alternative would not provide a variety of housing types styles, densities and prices.

6. It would not create a development plan which provides for a fiscally sound program of public facilities and services.

C. REDUCED DEVELOPMENT ACREAGE ALTERNATIVE

This alternative would involve the development of the project site north of the Colorado River aqueduct on approximately 424 acres. This alternative includes 1654 single-family residential units, 55 acres of commercial uses, 17 acres of parks, and 320 acres of agricultural lands. This alternative permits substantially less residential units than the proposed project but will still impact traffic, air quality, and public facilities. This alternative was rejected as infeasible based on the following:

1. Historical data reveal that the site is only marginally productive in terms of agricultural output.

2. Agricultural operations themselves cause adverse environmental impacts that cannot be avoided by this alternative, such as generation of fugitive dust from plowing and discing work, odors from pesticides, fertilizers and decaying vegetable matter, vandalism from occupants of nearby residential areas, and water demand.

3. The alternative does not provide for a full range and mix of land uses and a variety of housing types.

4. It does not provide for land use patterns that shorten some travel distances for essential services (e.g., local housing, shopping and employment opportunities).

5. This alternative would not provide a variety of housing types, styles, densities and prices.

6. It would not create a development plan which provides for a fiscally sound program of public facilities and services.

BE IT FURTHER RESOLVED by the City Council that it finds the following impacts identified in the EIR cannot be fully mitigated:

- A. Dam Inundation, and
- B. Loss of Agricultural Land

BE IT FURTHER RESOLVED by the City Council that it finds the following benefits will result from the project and that these benefits are adequate to make the project acceptable within the meaning of Section 15093 of the State CEQA guidelines:

1. The site is suitable for urban development; it is located within the Perris-Moreno Valley growth corridor, adjacent to Ramona Expressway with access to Interstate 215.

2. The specific plan provides a comprehensive long-term land use plan for the site which should be superior to piecemeal development of the site over time.

3. The project's commercial elements should provide substantial employment for people throughout the greater geographical area.

4. The project will provide affordable housing.

5. The provision of residential and commercial uses will allow some residents the opportunity to work and live in the same area, thus reducing vehicle trips.


6. The project will result in a positive net fiscal impact to the City.

BE IT FURTHER RESOLVED by the City Council, pursuant to the California Environmental Quality Act and the Perris Local Rules to Implement the Act that it has reviewed and considered the EIR in evaluating the May Ranch Specific Plan, that the EIR is an adequate, accurate, and objective statement that complies with the California Environmental Quality Act, that the EIR is certified, and that the EIR is hereby incorporated herein by reference.

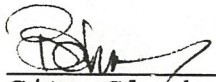
BE IT FURTHER RESOLVED by the City Council that the May Ranch Specific Plan dated August 5, 1988, and on file with the City Clerk, including the final conditions of approval and exhibits, is, as indicated previously herein, adopted as the Specific Plan of Land Use for the real property shown in the plan, and said real property shall be developed substantially in accordance with the specific plan, unless the plan is repealed or amended by the City Council.

BE IT FURTHER RESOLVED by the City Council that copies of the May Ranch Specific Plan shall be placed on file in the Office of the City Clerk, in the Office of the Planning Director, and in the office of the Director of Building and Safety, and that no applications for subdivision maps, conditional use permits or other development approvals shall be accepted for the real property shown on the May Ranch Specific Plan unless such applications are substantially in accordance therewith.

ADOPTED, SIGNED and APPROVED this 27th day of December 1988.

  
MAYOR OF THE CITY OF PERRIS

Attest:

  
City Clerk

STATE OF CALIFORNIA )  
COUNTY OF RIVERSIDE ) ss  
CITY OF PERRIS )

I, Beti An Hynes, City Clerk of the City of Perris, do hereby certify that the foregoing Resolution Number 1608 was regularly adopted by the City Council of the City of Perris at a Regular Meeting thereof held on the 28th day of November, 1988, by the following called vote:

Ayes: Wilson, Borgia, Jenkins and McHenry  
Noes: None  
Absent: Washington

  
City Clerk

project. The entries will have a variety of landscape types and walls. 2) land use plan; 3) schematic quality of the project. Mr. Martinez showed the utilization of the varied lots sizes and streetscapes. The project has four phases which should be completed by year 2,000. He pointed out the linear park that is a continuation of McCanna Ranch's linear park.

Chairman Gutierrez asked if there were any other proponents.

Robert Watkins, Managing partner of Perris Partners, 17671 Irvine Blvd, Suite 205, Tustin, 92680, property owners west of May Ranch project. Mr. Watkins voiced his approval of Kaufman & Broad's project. (Mr. Watkins voiced concerns that was not germane to this public hearing item).

Mr. Kirk presented to the Commission a letter that addresses the conditions of approval, dated 9/27/88. Mr. Kirk stated that the time required for the comments to be received under CEQA Guidelines has expired. The City of Perris has no legal requirement to hold up the project DEIR because of the need to hear from these agencies. Since June 6, 1988 the original DEIR has been in circulation. Mr. Kirk addressed the following conditions:

**Condition #7:** modification of the wording on the first sentence of the last paragraph to read **"The total number of single-family dwellings may not exceed 3508 units, the total number of multi-family dwellings may exceed 375 units only to the extent the single-family dwellings are less than the 3,508 units, in such case the multi-family dwelling units may increase by an equal number lots lost in single-family dwellings but in no event shall the multi-family dwellings exceed the range listed in the table above."** Commissioner DeGano asked if they loose ten single family dwellings then they will add ten to the multi-family. In response, Mr. Kirk said "yes", as long as we do not exceed the range that is listed in the graft; there will be no increase of units to the project. Mrs. Gray stated that Mr. Kirk and she had discussed this at a previous meeting. The condition was written to allow flexibility between each of the planning areas. If Mr. Kirk was to pick up a few units within one multi-family area, through the final design and engineering of the project, then there would be less multi-family units within another planning area. But, would cap at the 375. The language was basically taken out of the specific plan (pg. 16 & 17). Mr. Kirk requested the change at a previous meeting and the decision was leave the condition as written. Mrs. Gray said the cap at 375 is appropriate.

**Condition #15:** modify to state **"and Val Verde Elementary School District or pay impact fees consistent with state law."** Mr. Kirk commented the condition as worded does not reflect the condition of the state law.

Condition #16: for the record K & B intend to dedicate and improve park land in the \$800 per dwelling units (3883 units). The condition as worded may be opened to differing interpretations.

Condition #20, phase I, subsection a. revise "concrete paving if prior to first occupancy in Phase I Rider Street has not been improved with a minimum 24 foot wide asphalt concrete paving to Bradley Road and Bradley Road has not been improved with minimum 24 foot wide asphalt paving from Rider north to Morgan Street."

Phase I, subsection c.; Phase II, subsection a. and Phase IV, subsection a. addition of "of the last tract map within the May Ranch."

Phase I, subsection d., Item 1. request addition to state ". . . 96 feet. The minimum length of widening shall be 300 ft. inclusive of the transition zone to increase each one-half of paving section five feet from centerline as approved by City Engineer."

Phase I, subsection g.; Phase II subsection e.; Phase III, subsection c. and Phase IV, subsection e. request modification to eliminate construction of the perimeter walls. The reasoning is that along some of the major roadways are phase boundary lines. The walls will be put in when a phase is built out. Mr. Kirk stated if they get waiver of the construction of the walls, outside the phasing, they will agree to put fencing adjacent to the street improvements prior to issuance of building permits for each planning area.

Phase I, addition of Subsection i. and Phase II, addition subsection f.; Phase IV additional subsection f. the addition is to read "It is understood and acknowledged that Condition #10, Phase I, subsections b., c. and h. may require the May Ranch Developer to bond for signal improvements costs that exceed the established fee for traffic signals in the City of Perris. In the event said costs exceed the fee for signalization, the City of Perris shall reimburse May Ranch Developer for all costs in excess of fees."

Phase II subsection b., item 1., 2. and 3. request the improvements to be eliminated from the Phase II circulation requirement.

Phase IV, subsection b., items 2., 4., and 5. modify to be consistent with the Specific Plan as proposed. They request: item 2 be removed; item 4 be rewritten to say "54 to 64 feet per approval of city engineer."; item 5. be rewritten to say ". . . (eastbound) --64 feet."



**Condition #23.** Mr. Kirk asked for clarification of that condition. condition #21 adequately covers the landscape & irrigation concerns required for each phase. Mrs. Gray said this condition was taken directly from Page 57 of the "Revised Specific Plan", H. Procedure #3. The only addition was "G" the use of reclaimed water if feasible. Mrs. Gray said Condition #21 basically to state which areas to be landscaped within each phase. It was not pertaining to plans that have to be submitted. Condition #23 was to provide the insight as to what plans had to be submitted to fulfill condition #21. They can be rewritten making one concise condition.

**Condition #24. subsection c, Item 3; Subsection d, Item 3; subsection e, Item 3; subsection f, Item 3; subsection g, Item 2** modify to state: "Patio covers may extend to within 5 feet of rear property line so long as the minimum average setback from rear property line for the patio covers is 10 feet."

**subsection b, Item 1; subsection c, Item 1; subsection d, Item 1; subsection e, Item 1; subsection f, Item 1; and subsection 5, Item 1.** request the word "average" be inserted between "Minimum lot size shall average . . . feet."

**Subsection h, Item 1.** modify to state "one covered off-street parking space per unit and agree to include one "RV" parking space per unit and add one space for every three units for visitors."

**subsection I, Item 1.** addition of Cinema's or Movie Theatres to be included under "Uses Permitted."

**Subsection I, Item 4.** request the condition be rewritten to state:

1. "There shall be a minimum of 10% parking lot landscaping with one tree for every 7 parking stalls." If the city requires 15% parking lot landscaping, Mr. Kirk request that sidewalks and walkways adjacent to and within planter areas be included in the 15% requirement. Mrs. Gray commented there was an ordinance amendment regarding parking lot landscaping and the change, City wide, went from 5% to 15%. The condition is consistent with the recent ordinance amendment.

**Condition #25.** modify the first sentence to state: ". . . and City Council or before the recordation of any TM for residential development and any building permit for commercial development, the May Ranch shall be subject to development plan approvals consistent with existing City Ordinance." The intent is either to have a "Design Guideline Manual" or subject to "Development Plan Review." Mr. Parsons stated that the preferable approach would be to require the development plan approval with each tract. Mr. Parsons felt that the Design Guideline Manual will be too general.

Condition #29. addition of: "Prior ... fire protection fees as shall be adopted citywide in accordance ... study."

Condition #30 addition of: "Prior ... circulation improvement fees as shall be adopted citywide in accordance ... study. The May Ranch development shall be credited against such fees for any area-wide circulation improvements constructed and paid for by the May Ranch Development." Commissioner Fliehm asked what shall be credited. In response, Mr. Kirk stated: 1) 120 foot wide streets instead of the 64'; 2) traffic signal that are 25% impacted by May Ranch and 75% impacted by projects outside the city. The Traffic Study should address the regional circulation improvements and assess the benefit of those improvements overall. The improvements that May Ranch has to provide are in excess in what is actually needed within the May Ranch for regional circulation improvements. Commissioner DeGano asked if the arterial highways in excess of the General Plan designated route; are we asking them to improve them to what the General Plan Circulation Element requires. Mr. Parsons said it is not in excess in what the current General Plan calls for; except the intersections are wider. Mr. Kirk said Center Street is 64 feet and will be built out to 120 feet. The current General Plan calls for 88' right-of-way with 64' of pavement (Rider, Placentia and Center are regional circulation improvements). The traffic volume that will be transported through the project greatly exceeds what the project will impact.

Mr. Motlagh, Deputy City Engineer, commented on Conditions #29 & 30, if these conditions are left opened as requested by Mr. Kirk. If the fees are not adopted by the city, does it mean they do not pay any fees. Mr. Kirk stated that he is asking that those fees that are going to be imposed on McCanna be adopted city wide and be consistent. Mr. Parsons commented, determination will have to be made as to what are regional and local improvements.

Mr. Kirk said they are agreeable to the addition of condition #31 that will insure prospective home buyer are notified of the Farmers Fair uses and its potential impact.

Chairman Gutierrez asked if there were any other proponents or opponents. There being none, the public hearing was closed.

Commissioner DeGano commented that she would like to see language incorporated into the Specific Plan stating the goals as presented tonight. The Commissioner said she could not make a decision tonight because of the issues brought up; and would like to hear staffs' response to the requested changes in the Conditions of Approval. Phase IV park in Phase III, because the linear park is owned by MWD and it is very uncertain as what will be allowed on that strip of land. If MWD will not allow anything to be on the strip of land, phase III will be built out and there will be no

park. The Design Guideline Manual should be prepared before approval of any of the tentative maps. The city should wait for response from EMWD and Riverside County Flood Control. Commissioner Wenker concurs with Commissioner DeGano's comments. Also, the linear park issue should be resolved before we move forward with the project. Commissioner Wenker felt the 15% landscaping and the parking requirements as proposed by staff should be left in the conditions. Regarding reimbursement of money, the Commissioner felt, without the development the traffic would be using Perris Blvd., Ramona Expressway and Placentia Avenue. The traffic signals will be serving their development and the developer should incur total cost. The traffic study needs to be reviewed again. Commissioners Fliehm and Beeson agreed with the Commissioners comments.

Mr. Windfeld, Attorney for Kaufman & Broad, suggested in scheduling two more meetings to work out an agreement on all the conditions. Also, staff should write a letter to the agencies that have not made response to the EIR/Specific Plan asking that they response by a certain date.

Commissioner Fliehm asked if McCanna Ranch has an agreement with MWD. Mr. Parsons stated that McCanna owns the land and MWD has an easement. Mrs. Gray said MWD stated their position and the amount of fill that could be put over the pipe; there shall be no vehicular access over the pipe. Mr. Kirk stated they have submitted plans to MWD.

The Commissioners agreed to schedule a meeting for October 20th at 7:00 p.m. at which time staff and Kaufman & Broad has meet to resolve any concerns of the conditions and traffic. The agencies who have not made a response may respond by that time.

The Chairman re-opened the hearing.

**M/S/C (Gutierrez/Fliehm)** to continue May Ranch EIR/Specific Plan to October 20th. **AYES: Commissioners Fliehm; Beeson; Gutierrez; DeGano and Wenker.**

**III. PUBLIC COMMENT:**

Commissioner Fliehm request discussion of the City Attorney.

**IV. ADJOURNMENT: 11:20 P.M.**

Respectfully submitted,

Gloria V. Ashley  
Secretary, Planning Commission

CITY OF PERRIS

SPECIAL PLANNING COMMISSION MEETING  
THURSDAY, OCTOBER 20, 1988  
7:00 P.M.

The meeting was called to order at 7:00 p.m.

- I. **Roll Call:** Commissioners Wenker, Fliehmann, Beeson, DeGano and Gutierrez.

Also present: Carl Parsons, Director of Planning & Community Development; Sue Gray, NBS/Lowry Assistant Principal Planner; Elise Traynum, City Attorney; Habib Motlagh, City Engineer.

- II. **Public Hearing:** 7:00 p.m.

- A. Request for approval of CASE 88-20 EIR/SPECIFIC PLAN Review of May Ranch's Draft Eir/Specific Plan; (Applicant: Kaufman & Broad, 5500 E. Santa Ana Canyon Road, Anaheim, CA. 92807).

Sue Gray, NBS/Lowry Assistant Principal Planner introduced this item. Mrs. Gray said this item was continued from the 9/27/88 meeting to allow staff to meet with the representatives of May Ranch and try to resolve concerns of the "Conditions of Approval" and to allow staff to contact MWD, Riv. Co. Flood, Riv. Co. Fire and EMWD to obtain letters with conditions of approval from each one of these agencies. EMWD letter was received on 9/27/88. The conditions before the Commissioner reflect all the changes that was made based upon meeting with Kaufman & Broad. The main issues that were resolved with the phasing of street improvements which are contained within Condition #20: Phase I requires secondary emergency access via Rider Street across Perris Valley Storm Channel; Phase II requires improvements of the portion of the Loop Road and Rider Street; Phase III improvements will include the remainder of the loop road and Rider Street and Center St. from Morgan to Rider with Phase IV filling in the remainder of the improvements on Center and Placentia Ave. The changes were made within Phase III, providing for more improvements along Center St, Loop Road and Rider Street, rather than having a portion of those going into Phase IV. The propose changes were discussed with the City's Traffic Engineer, Hank Mohle. Mr. Mohle will make a presentation later in the meeting.

Mrs. Gray said the conditions that were discussed with the representatives that were not resolved are included in the letter signed by Mr. Kirk of Kaufman & Broad; it is attached to the packet. Their concerns regard: **Condition #7**, which staff is proposing to set limits of the multi-family and single family construction. The applicant is still proposing to allow flexibility in that. **Condition #22**, which sets minimum lot sizes; applicant still proposes to allow for average lot sizes. Staff is

recommending to allow minimum lot sizes. **Condition #23**, which requires submittal of a "Design Review Manual"; **Condition #31**, which requires submittal of the "Development Review Application" with each tentative tract map. The representative has addressed both issues in the letter. Per Commissions direction staff has contacted several of the districts. Mrs. Gray has contacted MWD's Environmental Section, they stated that they did not intend to response to the Draft EIR/Specific Plan. They had responded to the Notice of Preparation and stated what their requirements were. MWD has no problem with the property being used as a passive park. They will be requiring grading, construction plans prior to any building or earth movement over their area. MWD indicated they would try to get a letter prior to it going to City Council. Riverside County Flood Control was contacted and a letter did come in on 10/20/88. The letter states, at this time the Master Drainage Plan is proposed to be revised by May Ranch Development and the engineering studies need to be made to allow the revisions to the master plan. Specific recommendations will not be made until the actual tracts are before the city for approval. Flood Control mentioned. A portion of the site is not developable because of flood plain issues. A letter dated, 10/20/88, was received from Riverside Co. Fire Dept. Their comments are fees should be paid based upon the adopted Fire Protection Study. This is included in Condition #27 of the "Conditions of Approval". They are also requiring improvements of the alternate access, Rider Street, prior to occupancy of any unit within May Ranch Specific Plan (this is contained in Cond. #20 in the COAs). EMWD did response and indicated that they can serve water, sewer and reclaimed water to the site. Mrs. Gray proposed two amendments to the COAs:

- 1) **Cond. #20, Phase III, d.(3) Rider St. from Center St. to west property boundary- 68 64 feet or as approved by City Engineer.; Add a Condition #5: Rider Street east bound approach to Center Street to be 68 feet for approximately 300 feet.**
- 2) **Add a Condition #33: Refer to Flood Control letter dated 10/18/88.**
- 3) **Add a Condition #34: Refer to Fire letter dated 10/19/88.**

Traffic Engineer, Hank Mohle said the traffic study not only included the area of the May Ranch or McCanna Ranch, but a good deal of the area surrounding the ranches. For that entire area traffic projections were generated and these projections indicated that there would be no problem if May Ranch and McCanna Ranch were the only developments being constructed. With all the traffic on Ramona Expressway it shows poor level of service near intersections of Redlands, Ramona Expressway and Perris Blvd. With May and McCanna traffic volumes and levels of service are high within levels of service that are poor. There is a regional situation and it is an incremental addition of traffic by each tract. There will be an impact at Ramona Expressway and Redlands

because of the surrounding communities, i.e. San Jacinto, Hemet. Mr. Mohle stated, there is a need for long range planning (regional) and regional fees. There should be a per unit fee in San Jacinto to help pay for an urban interchange at the intersection of Ramona Expressway and Perris Blvd. Mr. Mohle introduced Jack Reagan, Executive Dir. of Riv. Co. Transportation Comm. has attempted to formulate ways, at local level, to solve these regional problems.

Mr. Parsons commented, there are regional impacts on the transportation system that are not caused by the projects, yet they do have impacts on some of these facilities, i.e. Ramona Expressway. We are making efforts, in terms of the General Plan activities and working with County Transportation Comm. to address these concerns that are of a regional basis. We are trying to implement regional developer fees that all developers would contribute to for these types of projects that all the various communities are benefiting from. Mr. Reagan can give you information on SCAG the "transportation lotto" that encompasses Temecula, Sun City and Perris.

Mr. Reagan said the commission has looked at the "Uniform Traffic Mitigation Fee (regional development) that was proposed in Coachella Valley. It is based upon the need for improvements of a regional system. Through the Coachella Valley Association of Governments they have developed a "regional arterial system" and proposed a "uniform traffic mitigation fee" that would assist in financing. It would be necessary for the agencies within the western county area to join agencies in implementing this fee. If it were to be imposed each of the participating agencies would have to adopt an ordinance for the uniform fee. Mr. Reagan gave an example, Route 91 in 1981 the average daily traffic was 79,000 vehicle per day; in 1986 it increased to 140,000. That traffic was a result of a series of development that occurred in various jurisdictions that loaded onto the freeway system. The level of improvements that are being talked about tonight cannot deal with future growth; it has to deal with kind of congestion that occurs on the corridors now. If growth within Riverside County continues additional source of revenue have to be found to provide for that capacity. The Commission feels that one source of revenue is the "Uniform Traffic Mitigation Fee" similar to that exists in Coachella Valley. The assessment of such fees is done through a mathematical simulation model. Mr. Reagan informed the Commissioners that there is a model that encompasses western Riverside and San Bernardino County. Refinements have to be made in the model and Perris city staff has indicated willingness to participate in that process. This kind of fee structure and policy should be considered in update of the General Plan.

Chairman Gutierrez asked in what stage of cooperation is the city at. In response, Mr. Parsons said we are in the early stages. Mrs. Gray can point out the way we written out the conditions.

Mr. Parsons also pointed out that the city is looking at a fee structure for area wide improvements throughout the city (developer fees that are local such as bridges over storm channel, general planned local streets that have circulation significance). Mr. Reagan said the City Manager of Riverside have asked the western county cities who boundaries are contiguous to join and discuss matters that pertain to growth may be a vehicle. Another possibility the Souther California Association of Governments is now considering reorganization alternatives. Some of the alternatives would suggest that the regional planning process should be centralized, probably at the County level; then to a sub-regional or sub-county level. This may stimulate the creation of an institutional mechanism that would address the problem. The Riverside County Transportation Commission does not believe that they are the appropriate agency to do that. Because they do not have the statutory authority and they are a county wide agency and have to recognize that such a sub-regional agency exists in Cochella Valley. Mr. Reagan suggested that within the city's General Plan Policies (policy statement); the city should be open in participation into such an institution, if it is created, and participation in a financing mechanism.

Mrs. Gray stated that they have attempted to cover, in Condition #28, that applicant/developer shall pay "Areawide Circulation Improvement Fees" and in Condition #27 fees are addressed in regards to the "Public Safety Study". The fees will be used to build a fire station in that area. In Condition #32 reiterates the need to pay their "Fair Share" based upon the "Areawide Study". Mrs. Gray read, for the record, a letter from Perris Partners a Calif. LTD., dated 9/21/88, directed to Mr. Parsons regarding May Ranch Specific Plan. The letter states: "Perris Partners are the owners of 123 acres adjacent to the above reference plan. We have reviewed the plan and generally support the same with the following conditions:

- a. Center Street and it's current alignment not be abandoned until such time a proposed new alignment has been dedicated on a recorded map and improvements as required are bonded before completion.
- b. Area 22 of the Specific Plan as shown on the above referenced plan be limited to a height restriction of one-story within 150 feet from the centerline of Rider Street and a 45 foot height limitation be placed on the balance of Parcel #22. This would ensure the protection of the privacy of future home-owners backing on Rider Street.

The letter is signed by "Robert J. Watkins".

Mr. Motlagh asked Mr. Reagan regarding the "Areawide Circulation" if there is a estimated cost on how the fee is based. Mr. Reagan response was that Cochella Valley and SCAG conducted a transportation study that identified improvements that needed to

be made. The fee was set based on what the market will bear and negotiating with developers; it is also based on the types of land use and number of trips.

Chairman Gutierrez opened the public hearing and asked for proponents.

Kevin Kirk, Vice Pres. Kaufman & Broad, 5500 Santa Ana Canyon Rd., Anaheim, said as to "Regional Transportation Improvements" and the effects of daily traffic, Kaufman & Broad has made it clear that they pay their fair share and make sure facilities are in before they are needed. Mr. Kirk addressed: **Condition #7**, they request the range proposed under the plan remain; **Condition #22**, for the record there are rectangular linear lots in the projects; **Condition #23 & 31: Cond. 23** asks for approval and development of a set of Design Guidelines for the project; if the condition is imposed on the project that it not be required for every tract; **Cond. 31** requires development review application. Mr. Kirk asks that they be conditioned to do the "Design Guideline Manual" or the Design Review Applicant", not both.

Chairman Gutierrez asked if there were any other proponents.

Commissioner Wenker commented in regards to Condition #7, not allow transfer of units between design areas. The Commissioner agreed with Mr. Kirk that to require the design guidelines and development review is unfair. The Commission suggested to omit #23. In addition to 33 & 34, additional conditions #35 that would refer to the letter dated 9/21/88 Perris Partners and their conditions "a & b" be made a condition of the COAs.

Commissioner Fliemann agreed with Commissioner Wenker's statements. The Commissioner commented that Condition #7 should remain as it is in the COAs.

Commissioner DeGano asked for clarification of Cond. #7. Mrs. Gray said they tried to allow flexibility. There is a cap for the single family and multi-family and a cap for all the units. Basically, their argument is the cap on the single and multi family, they want an overall cap of the units and allow the flexibility as they design in each of the planning areas. Staff is stating that we should stay with the cap on the single and multi families and the overall cap of the entire units counts within the Specific Plan. Commissioner DeGano sees no problem with the request on flexibility. The Commissioner would like to see language in the COAs that would indicate that the city wants a curvo-linear street design and a design guideline manual prepared and adopted prior to processing tentative maps. In addition, the Commissioner request to add in Condition 17 regarding mitigation of impacts associated with waste disposal. There was an ordinance adopted regarding waste disposal and verbiage should be added pursuant to the ordinance. Also, Cond. #19 phasing of community



pursuant to the ordinance. Also, Cond. #19 phasing of community parks; add under item c language to the effect "if the linear park can not be developed the developer shall improve, dedicate to the city and annex into the Landscape Maintenance District Community Park #3 prior to recordation of the any final subdivision map in Phase IV." It is not appropriate for developers to write conditions of approval for each others project, therefore the addition of that condition not be included (ltr. 9/21/88 Perris Partners).

Commissioner Beeson was in agreement to delete Condition #23 and keep Condition 31. The Commissioner agreed with Commissioner DeGano in omitting the inclusion of the letter from Perris Partners to be a condition.

Chairman Gutierrez agreed with the omission of Perris Partners letter. In regards to Condition #7 averaging is not out of the ordinary. Condition 23 & 31 there should be design guideline; the Chairman was in agreement with the addition of Condition #33 & 34 referring to Riv. Co Flood and Fire Dept.

Mr. Parsons suggested to add that K & B has submitted another letter to the city as their response to the previous letter from Mr. Watkins. The first condition could read: "The Center Street and its current alignment must not be abandoned until such time a proposed new alignment shown in the specific plan has been dedicated on the recorded map and the improvements as required in the specific plan are bonded before completion.; the second condition to read: "Area 22 as shown in the specific plan for the May Ranch should be limited to a height restriction of 30 feet within 150 feet of the centerline of Rider Street, additionally a 45 foot height restriction should be place on all of Parcel 22."

**M/S/C (DeGano/Wenker) recommend approval of the May Ranch Draft EIR. AYES: Commissioners Fliemann; Beeson; DeGano; Wenker and Gutierrez.**

**M/S/C (DeGano/Wenker) recommend approval of the May Ranch Specific Plan subject to the following changes in the May Ranch Specific, Plan Preliminary Conditions of Approval dated 10/17/88: Cond. 7) revised to allow the transfer of dwelling units from lost during site planning from the single family planning units into the multi-family planning units, provided that the total multi-family dwelling units do not exceed the range listed in the 10/17/88 Conditions of Approval and the number of dwelling units in the 4,000 and 4,500 planning units be frozen, that no units be transferred into those planning areas. The total number of dwelling units in this project shall not exceed 3,883.; Cond. 17, revise The recycling station shall be constructed pursuant to the existing city ordinance; Cond. 19 (c), add language If the linear park can not be developed the developer shall improve, dedicate to the city and annexing to the Landscape Maintenance District**

Community Park #3 prior to the recordation of any final subdivision map in Phase IV.; Cond. #20, Phase III, d.(3) Rider St. from Center St. to west property boundary 64 feet or as approved by City Engineer.; Add a Condition #5: Rider Street east bound approach to Center Street to be 68 feet for approximately 300 feet; Cond. 22 be modified to read: To allow average dwelling unit sizes; minimum lot sizes not to be less than 5% below the average lot size; Cond. 23, DELETE; Add a Condition #33: Approval is contingent upon the Riverside County Flood Control and Water Conservation District letter dated 10/18/88.; Add a Condition #34: Approval is contingent upon the Riverside County Fire Department letter dated 10/19/88.; Direct staff to add language that would indicate the desire for curvo-linear streets and variant setbacks.

AYES: Commissioners Beeson, DeGano, Wenker, and Gutierrez. NOES: Commissioner Fliemann; reason for vote of NO is there should be minimum lot sizes of 5,000 square feet.

III. PUBLIC COMMENT: NONE

IV. ADJOURNMENT: 8:45 P.M.

Respectfully submitted,

Gloria V. Ashley  
Secretary, Planning Commission

C I T Y O F P E R R I S

Minutes of: Special City Council Meeting  
Date of Meeting: 21 November 1988  
Time of Meeting: 8:00 p.m.  
Place of Meeting: Council Chamber - City Hall

1. CALL TO ORDER:

Mayor McHenry called the Special Meeting of the City Council to order.

2. ROLL CALL:

Members of the City Council present were: Wilson, Washington, Borgia, Jenkins, and McHenry

Staff present: City Manager Sheldon, Attorney Traynum, City Engineer Motlagh, Public Works Director Kwiatkowski, Director of Planning and Community Development Parsons, Interim Finance Director Weaver, Police Chief Patton, Project Planner Gray, NBS/Lowry and City Clerk Hynes.

3. HEARING:

This is the time and the place set, proper notice thereof having been given, for the purpose of considering the following matter:

- A. Mayor McHenry opened the Hearing on May Ranch Specific Plan, Case Number 88-20 and EIR, and called on Director of Planning and Community Development Parsons, who submitted a letter, dated November 21, 1988, from Doug Loftstrum, Secretary/Manager, Farmers Fair.

Project Planner Gray reviewed her memorandum dated November 21, 1988, entitled Case 88-20 EIR/SPECIFIC PLAN - MAY RANCH - APPLICANT - KAUFMAN AND BROAD H71-080.577 and May Ranch Specific Plan Conditions of Approval, dated November 21, 1988, utilizing the overhead projector. Project Planner Gray amended her memorandum, page 5, to include Planning Commission Hearing, October 20th, deleting September 27th. Condition Number twenty on page five of Conditions of Approval is amended by deleting under Phase I a "...and Center

MAY  
SPECIFIC  
PLAN/EIR  
HEARING  
CON'T 12/5

Street to Redlands Boulevard." She recommended the hearing on the Draft EIR be closed after all written and oral testimony, and direct staff to prepare the Final EIR, present the Final EIR to the Environmental Review Committee and then present staff, Planning Commission and ERC recommendations to the City Council at the next meeting.

PROPONENT: Kevin Kirk, Kaufman and Broad of Southern California, 5500 Santa Ana Canyon Road Anaheim, asked that tonight's discussions be focused on the environmental issues. They are prepared to address the development standards now or at a later meeting. Gil Martinez, Florin, Martinez & Associates, 15641 Redhill Avenue, Tustin, gave a slide presentation of the May Ranch. Robert Watkins, 17676 Irvine Boulevard, Irvine, owner of property adjacent to the May Ranch, supported approval of the Specific Plan. Doug Loftstrom, Secretary/Manager, 46th District Agricultural Association (Farmers Fair), read his statement, previously circulated by Mr Parsons. He asked that the potential buyers be notified of the fair's plans, as set out in his letter, and that particular attention be paid to the intersections of Fair Way/Ramona Expressway and Lake Perris Drive/Ramona Expressway.

OPPONENTS: None

Discussion was held with regard to parks, their total and individual areas, phasing and vehicle parking for users, regional vs community parks for this project; clarification that credit toward park requirements has not been given for the EMWD land; RV storage, and soils tests. It was generally agreed that following completion of the first phase construction hours will be between 7:00 a.m. and 7:00 p.m. Councilman Washington asked that circulation be discussed at the next meeting.

Attorney Traynum recommended direction to legal counsel for additional information prior to inclusion of any requirement for soils tests in light of existing law.

The Mayor and Members of the City Council recessed at 9:42 p.m. and reconvened at 9:53 p.m. with all Members present.

A. Chairwoman McHenry called on Consultant Copenhaver who asked for a continuance on consideration of request by Motte Farms, Inc, for additional agency assistance to accomplish rehabilitation of the Southern Hotel. Mr Copenhaver based his request on recent contradictory advice, from the State, regarding bidding requirements. He recommended staff be allowed to determine which instructions are applicable prior to presentation to the Agency.

SOUTHERN  
HOTEL  
CON'T 12/19

M/S/C (WILSON/BORGIA) to continue consideration of request by Motte Farms, Inc for additional Agency assistance to December 19th.  
Ayes: Jenkins, Wilson, Borgia and McHenry  
Noes: None  
Absent: Washington

Chairwoman McHenry adjourned the Redevelopment Agency meeting.

RDA ADJOURN  
7:34 P.M.

**7. HEARINGS:**

This was the time and the place set, proper notice thereof having been given, for the purpose of considering the following matters:

A. Mayor McHenry reopened the Hearing, continued from November 21, 1988, on the May Ranch Specific Plan, Case Number 88-20 and EIR. Director of Planning and Community Development Parsons requested a recess to set up slides.

MAY RANCH  
SP PLAN  
EIR  
HEARING

The Mayor and Members of the City Council recessed at 7:34 p.m. to 7:51 p.m. and reconvened with all Members present except Councilman Washington who is in the hospital.

RECESS

Director of Planning and Community Development Parsons noted that traffic and circulation had been scheduled for discussion tonight and asked Hank Mohle, Traffic Engineer, to present his traffic study. Mr Mohle gave his presentation and responded to questions from staff and the City Council. Included in his presentation were regional impacts, within our jurisdiction, as demonstrated at Ramona Expressway and Perris Boulevard. Regional solutions are being investigated through RIV/SAN Traffic Model. One solution may be regional fees. These regional impacts and associated comments are not intended to be addressed by one developer such as

Kaufman & Broad. Discussion was held with regard to the widths of street and phasing of the project as reflected in circulation. City Engineer Motlugh suggested concentrating on improvements on Placentia Avenue, particularly at the storm drain, in light of the proposed I-215 and Placentia Interchange.

Mr Mohle recommended that there be no parking on the arterial street system in town and that a policy be adopted to reflect this position. He reported that the existing Traffic Report does not have such a policy statement. Mr Kirk, representing Kaufman & Broad, supported such a policy.

Director of Planning and Community Development Parsons reported staff's recommendation for community parks as opposed to one regional park. Project Planner Gray reviewed Revised Conditions of Approval dated December 5, 1988. Page 5, Item 20 a "...and Center Street to Redlands Blvd" to be deleted; and page 6, d 3 delete "Ramona Expressway" and insert "Center Street". Mrs Gray noted the new Condition Number 35. Kathy Tong, representing K&B reported that the Final EIR can be prepared quickly.

Mr Parsons reported that this project is not located in one of the probable areas for Kangaroo Rats. The property has been actively cultivated for many years.

It was agreed that the Specific Plan will reflect trees adjacent to the street, except in residential areas where homes front on a street.

M/S/C (JENKINS/BORGIA) to close the Hearing on the May Ranch EIR and direct staff to prepare the Final EIR.

Ayes: Jenkins, Wilson, Borgia and McHenry  
Noes: None  
Absent: Washington

MAY EIR  
HEARING  
CLOSED  
STAFF  
DIRECTED

M/S/C (JENKINS/WILSON) to continue the hearing on May Ranch Specific Plan, Case Number 88-20, to 7:00 p.m. on December 27, 1988.

Ayes: Jenkins, Wilson, Borgia and McHenry  
Noes: None  
Absent: Washington

MAY SP PLAN  
CON'T 12/27

**NBS//LOWRY**  
ENGINEERS & PLANNERS

MEMORANDUM

TO: City Council

FROM: Susan Gray, Assistant Principal Planner

DATE: November 21, 1988

SUBJECT: CASE 88-20 EIR/SPECIFIC PLAN - MAY RANCH  
APPLICANT - KAUFMAN AND BROAD  
H71-080.577

REQUEST

The request is for the review and certification of Final Environmental Impact Report and approval of the May Ranch Specific Plan, a master planned community.

SITE DESCRIPTION

The 744 acre May Ranch Specific Plan project is located in the northeast part of the City to the south of Lake Perris State Recreation Area. The site is located south and southwest of the Ramona Expressway and east of the Perris Valley Storm Drain Channel. Rider Street and the Colorado River Aqueduct both bisect the site in an east-west alignment.

CONFORMANCE WITH THE GENERAL PLAN AND ENVIRONMENTAL ANALYSIS

Section 4.0 of the Specific Plan entitled General Plan/Environmental Impact Analysis reviews the consistency of the proposed Specific Plan and reviews potential environmental impacts. The Specific Plan proposes to amend the current General Plan designation to "Specific Plan." The following discussion relates the May Ranch Specific Plan conformance with the adopted General Plan goals and policies and environmental impacts and mitigations.

NATURAL HAZARDS AND PUBLIC SAFETY

A. FLOODING AND DAM INUNDATION

The Flooding Goals state "Encourage a comprehensive

approach to drainage problems in large areas that are prone to sheet-flows and shallow flooding."

The Riverside County Flood Control and Water Conservation District has reviewed the May Ranch Specific Plan/Draft EIR and stated the site is affected by locally generated storm runoff and by flood flows in the Perris Valley Flood Plain. The site is not completely developable until the full capacity Perris Valley Storm Drain Channel has been constructed, but the specific design of the channel and exact improvements will be addressed during tract map processing.

The project is located in the dam inundation area for Perris Dam and Pigeon Pass Dam. This hazard can not be mitigated, therefore a statement of overriding consideration is appropriate.

B. FIRE PROTECTION AND PUBLIC SAFETY

The City Fire Protection and Public Safety Goal states "All development proposals should demonstrate and adequate fire response time and capability based upon the scale, intensity and proposed densities of the particular project."

The Riverside County Fire Department has reviewed the Map Ranch Specific Plan/Draft EIR and states the applicant shall participate in the fire protection impact mitigation program all weather access via Rider Street, and provide water mains and fire hydrants per ordinance.

The City is currently conducting a comprehensive public safety study to determine levels of service and funding needs to provide adequate police and fire protection to residents. The applicant has provided \$15,000.00 to the City for this study and is conditioned to provide fire protection capital and/or manpower consistent the recommendations of this study.

C. AIR QUALITY

The project is located in the South Coast Air Basin. The South Coast Air Quality Management District (SCAQMD) has developed the Air Quality Management Plan (AQMP). The AQMP is designed to accommodate growth which is consistent with Southern California Association of Governments (SCAG) 1982 growth



forecasts. The growth forecasts are based upon adopted general plans. The City of Perris has exceeded SCAG population forecasts. Based upon the current designation of this property as agriculture, open space and floodplain and City of Perris exceeding ASAG population forecasts it would appear that the Specific Plan is inconsistent with the Air Quality Management Plan.

## INFRASTRUCTURE AND PUBLIC FACILITIES

### A. CIRCULATION

The Circulation Goal states "Successive land developments should occur in a contiguous manner, so as not to be dependent on the possible future extensions of important roads through intervening land areas or properties."

The Specific Plan contains Figure 31- "Circulation," Figure 32- "Typical Street Cross-Sections," Figure 45- "Phasing Plan-Circulation" which indicate improvements required to serve the site, conditions of approval require interim improvements to Rider Street across the Perris Valley Storm Channel to provide all weather emergency access. The primary access to the project is Ramona Expressway and Center Street. Streets in the area will be impacted by project-related traffic as well as regional traffic. The project has been conditioned for on-site and off-site road improvements. These improvements will not mitigate the entire regional impact of this project. A funding mechanism should be discussed to help mitigate regional growth impacts which this project has a cumulative impact. The City will be conducting a comprehensive Areawide Circulation Improvement Study to determine improvements that must be made to accommodate local and regional growth. These circulation improvements include street widening, traffic signals, grade separations on the Ramona Expressway and bridges along the Perris Valley Storm Channel. The Specific Plan has been conditioned for the payment of the mitigation fee at the issuance of building permits.

### B. POLICE AND FIRE SERVICE

The Police and Fire Service Goal states "All new developments should be located within an adequate response distance for police, fire and emergency

services." The developer has been conditioned to provide interim improvements on Rider Street to insure all weather access to the site independent of Ramona Expressway. The project is also conditioned to provide fire/police protection capital and/or manpower consistent with the recommendation of the Public Safety Study. At this time the project is located approximately 3 miles from the existing police and fire station, response times to this area exceed recommended guidelines. Provisions for adequate police and fire protection should be insured prior to construction within the Specific Plan area.

#### C. RECREATION FACILITIES

The Recreation Facilities Goal states "The City should encourage the provision of adequate parklands and recreational facilities..."

The Specific Plan proposes 41 acres of parkland and payment of fees for the improvement of the parklands. Concerns have been expressed about the use of the MWD property as a linear park.

Staff received verbal approval by MWD of the concept of the linear park on the MWD property. MWD will require the submittal of grading, street improvement, utility, and landscape plans for review and approval prior to any construction over their facility.

The May Ranch Specific Plan/Draft EIR also examines noise, water supply and sewage disposal, school facilities, open space and conservation, agricultural preservation goals and policies, and the Airport Land Use Plan. Conditions of approval are attached which makes the Specific Plan consistent with the above General Plan Goals and policies.

#### ENVIRONMENTAL IMPACT REPORT

As a result of the Initial Study an Environmental Impact Report was required for the project. Pursuant to Perris Local Guideline to implement California Environmental Quality Act (CEQA) the following procedures have been followed:

Notice of Preparation	December 3, 1987
Specific Plan and Draft EIR	May 31, 1988

Notice of Completion	June 6, 1988
Review Period of DEIR Planning Commission/City Council Workshop	June 6 - July 21, 1988
Revised Specific Plan/ Supplemental	July 18, 1988
Draft EIR	August 15, 1988
Review Period of Supplemental Draft EIR	August 12- September 11, 1988
Planning Commission Hearing	<del>September 27, 1988</del> <b>OCTOBER 20<sup>th</sup></b> (recommended for approval to the City Council)

Pursuant to Perris Local Guidelines to implement CEQA a public hearing on the Draft EIR was held by the Planning Commission on August 25, 1988 and September 27, 1988. All comments received on the Draft EIR (written or oral) are now being evaluated by staff and the EIR consultant. The response to comments and the Final EIR is now being prepared.

The Final EIR consists of the Draft EIR, all comments, list of persons, organizations and public agencies commenting on Draft EIR, response to comments, and consultation process. Following the preparation of the Final EIR it is reviewed by the Environmental Review Committee to insure compliance with CEQA guidelines. The Final EIR and ERC recommendations are presented to the City Council. The City Council certifies the Final EIR and then considers the approval of the Specific Plan.

STAFF ANALYSIS AND RECOMMENDATION

The Staff reviewed the Draft Specific Plan/EIR which was submitted on May 31, 1988 and presented the applicant with a detailed analysis of the draft document on June 29, 1988. Based upon staff comments, and an error made by the applicant regarding the acreage of the proposal, a Revised Specific Plan was prepared. This revised document was received on August 15, 1988. The revised document provides greater detail on the development of each Planning Area. Each Planning Area Exhibit indicates product type, acreage, dwelling units to be constructed and density. The Specific Plan proposes to allow the transfer of dwelling units from one planning area to another while providing a maximum of 3883 dwelling units throughout the Specific Plan. Staff and the Planning Commission agree that flexibility within the Planning Areas is needed. All acreage calculations within the

Planning Areas are tentative until final engineering is done. Condition No. 7 allows the transfer of up to 10% of the dwelling units between planning areas, but excluded the R-4,000 and R-4,500 lots, while still maintaining a maximum number of units to be constructed by the Specific Plan. Staff and the Planning Commission felt, that due to the proposed lot sizes, no flexibility should be allowed in the R-4,000 and R-4,500 designations.

The revised Specific Plan Section 3.8 Planning Area Development Standards provided the development standards under which the Specific Plan will be administered. The Development Standards will become the zoning ordinance for the Specific Plan area. Staff has reviewed these proposed standards and Condition No. 24 provides needed modification to these standards. Generally Staff is in agreement with the proposed development standards, the proposed changes involve, sideyard setback, rearyard encroachment of patio covers, parking for multi-family units, private and common open space in multi-family units and landscaping within community commercial area.

The revised Specific Plan Section 3.6 Phasing Plan delineates the phasing of the Specific Plan. The Specific Plan is proposed to be constructed in four phases from Ramona Expressway southerly to Placentia Street. Phases I and IV propose construction of 1000+ units while Phases II and III propose approximately 700 units. Each development phase includes a park, with commercial and multi-family construction proposed for Phases I and IV.

The phasing of circulation improvements as delineated in Figure 45 has been reviewed by City Staff and the Traffic Engineer. Condition No. 20 delineates additional improvements by phase which are necessary for project related and cumulative traffic impacts.

*Staff Recommendation* Based upon the Perris Local Guidelines to implement CEQA, staff recommends the City Council open the public hearing on the May Ranch Specific Plan/Draft EIR, take all public testimony (written and oral) and direct staff to prepare the Final EIR. Furthermore, direct staff to present the Final EIR to the Environmental Review Committee for review to insure compliance with CEQA guidelines. CONTINUE public hearing until final EIR is prepared, reviewed by ERC, and recommended for certification by the City Council.

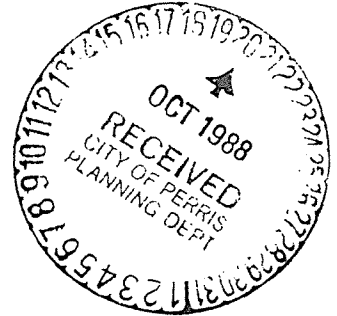
KENNETH L. EDWARDS  
CHIEF ENGINEER

1995 MARKET STREET  
P. O. BOX 1033  
TELEPHONE (714) 787-2015

RIVERSIDE COUNTY FLOOD CONTROL AND  
WATER CONSERVATION DISTRICT

RIVERSIDE, CALIFORNIA 92502

October 18, 1988



City of Perris  
101 North "D" Street  
Perris, CA 92370

Attention: Planning Department  
Susan Grey

Ladies and Gentlemen: Re: May Ranch Specific Plan

We have reviewed the drainage aspects of the May Ranch Specific Plan.

The site is affected by locally generated storm runoff, both on-site and offsite, and also by flood flows in the Perris Valley flood plain.

The specific plan has proposed a conceptual storm drain system to deal with the former. Offsite flows from the east would be accepted and carried westerly, with onsite runoff, to the Perris Valley Storm Drain. The text correctly states that the system is different from the published District/City Master Drainage Plan. The modifications appear to be appropriate but a detailed design with supporting data will eventually have to be submitted. Area Drainage Plan fee credits would be based upon only those costs saved from the published plan, not upon the developer's construction costs.

The specific plan mentions the Perris Valley flood plain and shows its location across the site but fails to address its impact upon the project.

Until the full capacity Perris Valley Storm Drain Channel has been designed and constructed, the design of that portion of the project in the flood plain would have to include floodproofing measures, probably filling the land above anticipated flood elevations. Also, the extreme westerly part of the project in the flood plain, that area in the calculated "floodway", may not be developed until the channel is completed. This is so that sufficient area is left to allow floodwaters to pass without being unduly diverted. There is also the possibility that some of this floodway may be needed permanently if the ultimate channel is constructed as a wide shallow greenbelt.

City of Perris  
Re: May Ranch Specific Plan

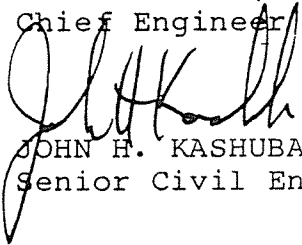
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October 18, 1988

We do not object to this project being moved ahead as long as it is with the understanding that more information will be needed at the tract stage and that a portion of the site is not developable now.

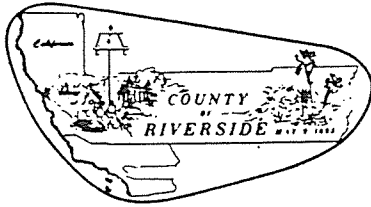
Very truly yours,

KENNETH L. EDWARDS  
Chief Engineer



JOHN H. KASHUBA  
Senior Civil Engineer

JHK:bab  
jkl1017a



RIVERSIDE COUNTY  
FIRE DEPARTMENT

IN COOPERATION WITH THE  
CALIFORNIA DEPARTMENT OF FORESTRY  
AND FIRE PROTECTION

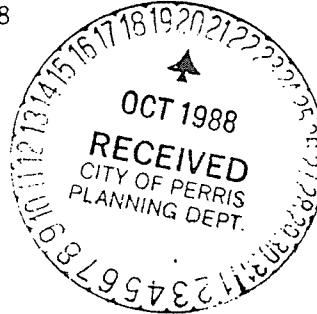
RAY HEBRARD  
FIRE CHIEF

10-19-88



Planning & Engineering Office  
46-209 Oasis Street, Suite 405  
Indio, CA 92201  
(619) 342-8886

Planning & Engineering Office  
4080 Lemon Street, Suite 11L  
Riverside, CA 92501  
(714) 787-6606



TO: CITY OF PERRIS  
ATTN: PLANNING DEPARTMENT  
RE: MAY RANCH SPECIFIC PLAN

With respect to the review and/or approval of the above referenced document, the project will have an adverse impact on the Fire Department due to the increased number of emergency and/or public service calls generated by the additional buildings and human population. Fire Department Planning for category II (two to eight dwelling units per acre) development requires a fire station within three miles and receipt of a full first alarm assignment (three fire engines) within 15 minutes. The existing fire stations and placement of engines does not meet the minimum requirements and will have to be upgraded concurrent with this project. The Fire Department staff has provided information for the City Fire Protection study. However, since this project has not been completed there is no assurance that a station will be located in the appropriate area or that a funding mechanism has been established to provide capital costs. Once a fire station has been constructed, the city will need to add the personnel necessary for operation.

The Fire Department anticipates that the impacts can be mitigated through approval and implementation of the City Fire Protection study, therefore we recommend approval of the specific plan subject to the following conditions.

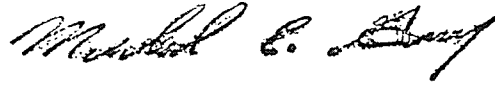
1. The project proponents shall participate in the fire protection impact mitigation program as recommended by the Perris City Fire Protection study.
2. The alternate access (Rider Street) as described in the conditions of approval of both the McCanna and May Ranch projects shall be completed prior to occupancy of any dwelling units.
3. All water mains and fire hydrants providing required fire flow shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No. 546, subject to the approval by the Riverside County Fire Department.
4. All buildings shall be constructed with fire retardant roofing material as described in Section 3203 of the Uniform Building Code. Any wood shingles or shakes shall have a Class "B" rating and shall be approved by the Fire Department prior to installation.

Re: May Ranch Specific Plan

Page 2

All questions regarding the meaning of conditions shall be referred to the Fire Department Planning and Engineering staff.

RAYMOND H. REGIS  
Chief Fire Department Planner



By  
Michael E. Gray, Deputy Fire Marshal

ml



The Metropolitan Water District of Southern California



FEB 10 1988

Mr. Carl Parsons  
City of Perris  
101 North "D" Street  
Perris, California 92307

Colorado River Aqueduct  
Perris Valley Siphon

Dear Mr. Parsons:

Notice of Preparation of a Draft Specific Plan and  
Environmental Impact Report for the May Property

We have reviewed your Notice of Preparation (NOP) of a draft Specific Plan and EIR for the May Property project. Our comments are directed to information relevant to Metropolitan's statutory responsibilities in connection with the proposed project.

Based on the project area description within your NOP, we have determined that a portion of Metropolitan's Colorado River Aqueduct, the Perris Valley Siphon, is located within the project area. The Perris Valley Siphon consists of two monolithic precast concrete pipelines (Barrels 1 and 2) that have a 12.4- and 13-foot-inside-diameter, respectively. These barrels are located within Metropolitan's permanent fee property, the width of which varies from 175 feet to 391 feet.

We request that prints of plans for any construction in the area of our facilities be submitted for our review and approval before construction begins. Additionally, we require that all grading, street improvement, utility, and landscape plans affecting our facilities and fee property be submitted for our review and approval prior to implementing the plans. Should you require additional information, you should contact Mr. James E. Hale, Senior Engineering Technician, at (213) 250-6564.

The Metropolitan Water District of Southern California

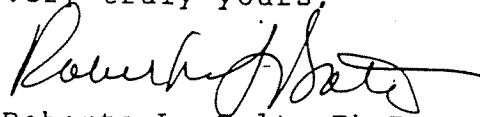
Mr. Carl Parsons

-2-

FEB 10 1988

We appreciate the opportunity to review project plans that could affect our facilities. If we can be of any further assistance, please contact me at (213) 250-6437.

Very truly yours,



Roberta L. Soltz Ph.D.  
Sr. Administrative Analyst  
Environmental Section

DAM/gg

# Eastern Municipal Water District



*General Manager*

D. James Laughlin

*Legal Counsel*

Redwine and Sherrill

*Director of The Metropolitan Water District of Southern California*

Doyle F. Buen

*Treasurer*

Rogers M. Cox

*Board of Directors*

John M. Caudun  
Richard C. Kelley  
Wm. G. Aldridge  
Chester C. Gilbert  
Rodger D. Siems

*Secretary*

Louise C. Koerters

September 26, 1988

Mr. Carl Parsons  
Director of Planning Community Development  
City of Perris  
101 North "D" Street  
Perris, California 92370

**SUBJECT: MAY RANCH, REVISED SPECIFIC PLAN  
(SUPPLEMENTAL EIR)**

Dear Mr. Parsons:

The District is responding to your request for comments on the subject project relative to the provisions of water, sewer and reclaimed water. Our comments are the following:

o PAGE NO. 11 SECTION b-2, IMPACT: The water demand is incorrect. We estimated the average day residential demand for 3,883 D.U. to be 2.33 million gallons per day (MGD), and the average day commercial demand for 77 acres to be 0.28 MGD. The 41 acres Public Parks and Linear Park (Green belt areas) could have an average day demand of 0.90 MGD. Thus, the total average day demand could be 3.51 MGD. The maximum day demand would be two times the average day demand. The peak hour demand or fire flow plus maximum day demand would be met using water stored in reservoirs. Storage reservoirs are sized based on one maximum day demand plus fire flow demand of 5000 gallons per minute (GPM) for four (4) hours.

We estimated the average day residential sewage demand for 3,883 D.U. to be 1.17 MGD and the average commercial sewage demand for 77 acres to be 0.23 MGD. All, total would be 1.4 MGD. Peak day demand is 3.5 MGD. All the Green Belt areas would be required to use reclaimed water.

o Page 73. Section 3.5.1: In the second paragraph, line 3, should be revised to read as "Eastern Municipal Water District obtains water from Northern California via the Rose Water Project to provide water service to May Ranch and it's surrounding area."

SEP 26 '88 17:09 EMWD 92343

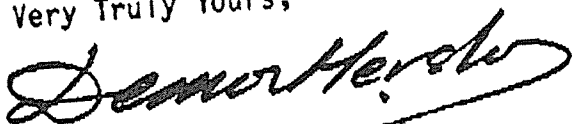
September 26, 1988

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CONCLUSION: In general, water, sewer and reclaimed water requirements addressed adequately in the report to conform to the District's Master Plan except as noted above.

We appreciate having been given the opportunity to review the document. Should you have any questions, please call me at (714) 925-7676, extension 203.

Very Truly Yours,



Mersha Demoz  
Associate Civil Engineer

MD/lp

cc: Ms. Linda M. Horning  
Project Manager  
Kaufman and Broad of Southern California, Inc.  
Southeast Division  
5500 East Santa Ana Canyon Road  
Anaheim, California 92807



Lake Perris Fairgrounds

46th District Agricultural Association  
P.O. Box 398  
Hemet, California 92343  
(714) 658-2185

NOVEMBER 21, 1988

PUBLIC HEARING: SPECIFIC PLAN NUMBER 2, CASE NUMBER 88-20,  
MAY RANCH PROJECT

GOOD EVENING MEMBERS OF THE CITY OF PERRIS CITY COUNCIL.

MY NAME IS DOUG LOFSTROM. MY ADDRESS IS 18700 LAKE PERRIS DRIVE, PERRIS, CALIFORNIA. I AM THE SECRETARY-MANAGER OF THE 46TH DISTRICT AGRICULTURAL ASSOCIATION. WE ARE THE SPONSORS OF THE FARMERS FAIR AT THE LAKE PERRIS FAIRGROUNDS.

AS A DEVELOPING PROJECT OURSELVES, WE ARE SENSITIVE TO THE ISSUES GERMANE TO AREA GROWTH AND SITE DEVELOPMENT. OUR DISTRICT IS PRESENTLY IN THE PROCESS OF DEVELOPING A SITE AND FACILITIES MASTER PLAN AND CORRESPONDING ENVIRONMENTAL IMPACT REPORT.

THE DISTRICT RECOGNIZES GROWTH AND DEVELOPMENT IS INEVITABLE. BUT IT IS OUR SINCERE HOPE THAT THOSE RESPONSIBLE FOR PLANNING AND DESIGN DECISIONS ARE COGNIZANT OF THE ISSUES THAT HAVE POTENTIAL TO IMPACT PROJECTS IN THE LONG RUN AS WELL AS THE SHORT RUN.

IN KEEPING WITH OUR EFFORTS TO DEVELOP A FAIRGROUNDS AND PROGRAM THAT COMPLIMENTS THE AREA, WE HAVE MET WITH YOUR PLANNING STAFF ON SEVERAL OCCASIONS TO REVUE OUR PROJECT AND DISCUSS THOSE ISSUES THAT HAVE THE POTENTIAL TO IMPACT THE FAIRGROUNDS.

(PAGE 2)

IN SO FAR AS THE MAY RANCH PROJECT IS CONCERNED, WE REQUEST, AS A MINIMUM, ALL POTENTIAL BUYERS OR USERS OF THE PROJECT BE NOTIFIED OF THE DISTRICT'S PLANS TO DEVELOP THE LAKE PERRIS FAIRGROUNDS AS A YEAR-ROUND, MULTI-USE ACTIVITIES FACILITY OFFERING VARIED EDUCATIONAL, RECREATIONAL, ENTERTAINMENT AND COMMERCIAL PROGRAMS. NOTIFICATION COULD OCCUR THROUGH THE DEPARTMENT OF REAL ESTATE REPORTS, SEPARATE NOTIFICATION OF INDIVIDUAL BUYERS OR ANY OTHER DOCUMENTS DEEMED APPROPRIATE. WE ENCOURAGE THE USE OF DESIGN CRITERIA AND GUIDELINES, SUCH AS NOISE BARRIERS AND SET BACKS, TO MITIGATE ANY POTENTIAL NOISE AND LIGHT ISSUES. REGARDING TRAFFIC AND CIRCULATION, THE DISTRICT CONSTRUCTED THE INTERSECTION AT FAIR WAY/RAMONA EXPRESSWAY AND MODIFIED THE INTERSECTION AT LAKE PERRIS DRIVE/RAMONA EXPRESSWAY BASED ON SPECIFIC DESIGN CRITERIA AS A RESULT OF THE DISTRICT'S TRAFFIC STUDY COMPLETED IN 1987. WE RECOGNIZE THESE INTERSECTIONS WILL BE IMPACTED BY INCREASED VEHICULAR USE AS A RESULT OF THE MAY RANCH PROJECT. THEREFORE, WE SUGGEST CAREFUL REVIEW OF THE DESIGN OF THESE INTERSECTIONS IN ORDER TO ASSURE EFFICIENT TRAFFIC CIRCULATION AND ANY MODIFICATION TO THE EXISTING INTERSECTIONS BE THE SOLE FINANCIAL RESPONSIBILITY OF THE PROJECT DEVELOPER.

I WANT TO TAKE THIS OPPORTUNITY TO EXPRESS MY APPRECIATION TO YOUR PLANNING STAFF FOR THEIR WILLINGNESS TO DISCUSS OUR PROJECT AND FOR THEIR PROFESSIONAL COURTESY.

ON BEHALF OF THE DISTRICT, THANK YOU FOR THIS OPPORTUNITY TO COMMENT ON THE MAY RANCH PROJECT AND WE LOOK FORWARD TO BEING A NEIGHBOR TO THE CITY OF PERRIS.

H71-080.577

December 5, 1988 (Revised)

MAY RANCH SPECIFIC PLAN CONDITIONS OF APPROVAL

GENERAL CONDITIONS

1. The development of the property shall be in accordance with the mandatory requirements of all Perris City ordinances and state laws and shall conform substantially with the approved May Ranch Specific Plan (88-20) as filed in the office of the Perris Department of Community Development, unless otherwise amended.
2. Water and sewage disposal facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department, Eastern Municipal Water District and Regional Water Quality Control.
3. Drainage and flood control facilities and improvements shall be provided in accordance with Riverside County Flood Control and Water Conservation District and the City of Perris requirements.
4. Prior to the issuance of a building permit for construction of any use contemplated by this approval, the applicant shall first obtain clearance from the Perris Department of Community Development that all pertinent conditions of approval have been satisfied for the particular development phase of the specific plan.

LAND USE CONDITIONS

5. Development of the specific plan shall be in conformance with the Planning Area Development Standards contained within the adopted specific plan, or as amended by these conditions.
6. The specific plan shall be developed with a maximum of 3,883 dwelling units on 744 acres pursuant to the Land Use Plan (Figure 4) with a maximum of 77 acres of commercial development.
7. The planning area boundaries may be modified with the approval of The Planning Commission. The total

number of dwelling units allowed within each planning area is as follows:

Planning area 3-R-4,000	225 maximum
Planning area 4-R-5,400	231-254 range
Planning area 5-R-5,000	198-217 range
Planning area 6-R-4,500	217 maximum
Planning area 8- multi-family	195-214 range
Planning area 9-R-4,000	300 maximum
Planning area 10-R-7,000	172-189 range
Planning area 11-R-5,400	203-223 range
Planning area 13-R-4,500	252 maximum
Planning area 14-R-4,500	290 maximum
Planning area 15-R-7,000	128-140 range
Planning area 16-R-10,000	81-89 range
Planning area 17-R-5,000	150-165 range
Planning area 18-R-7,000	128-140 range
Planning area 19-R-10,000	16-18 range
Planning area 20-R-5,000	300-330 range
Planning area 23-R-5,400	203-223 range
Planning area 24-R-5,400	192-211 range
Planning area 25-R-4,000	232 maximum
Planning area 26-multi-family	180-198 range

The total number of dwelling units may not exceed 3,883, thereby allowing the transfer of units between planning areas. The transfer of dwelling units between planning areas is contingent upon the developer providing additional data to verify, prior to tentative map approval, that the infrastructure capacity will be adequate.

8. Lots created pursuant to this specific plan shall be in conformance with the development standards as provided in the adopted specific plan and as amended by the conditions of approval.
9. All grading within the specific plan shall be performed in accordance with Perris Ordinances, the recommendations contained in the Geotechnical Report located in Appendix 5.2 of the DEIR, and the following erosion control techniques:



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May Ranch Specific Plan  
Page 3

- a. Major grading activities should be scheduled during the dry season.
  - b. Revegetation of graded areas.
  - c. Water site or dust blanket to control fugitive dust.
  - d. Utilization of temporary drainage and sediment control devices.
10. The applicant and/or developer shall be responsible for maintenance and upkeep of all common landscaped areas (parks, parkways, entry monuments, medians) and off-site drainage facilities not accepted by Riverside County Flood Control and irrigation systems until such time as these operations are accepted by the Landscape Maintenance District.
  11. A note shall be placed on all final subdivision maps that the property is located within the Perris Dam and/or Pigeon Pass Dam Inundation Area.
  12. Construction activities within the specific plan area shall be limited to daytime hours (7 a.m. to 7 p.m.).
  13. Prior to the recordation of any final map within Planning Areas 3,4,5,8,10,15,17,18,20,23,24,25 a detailed noise study shall be conducted. The noise study shall indicated the mitigation measures necessary to achieve a noise level of 65 CNEL for private outdoor living areas and 45 CNEL for indoor living areas. The required noise study shall be subject to Perris Department of Community Development approval and all mitigation measures recommended in the report shall be incorporated into the design of the dwelling units to be constructed within Planning Areas 3,4,5,8,10,15,17,18,20,23,24, and 25.

IMPACT MITIGATION CONDITIONS

14. All landscape and irrigation plans shall be prepared by a licensed landscape architect and shall be submitted to The Perris Department of Community Development. All landscaping and irrigation plans should provide:

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Page 4

- a. Drought-resistant, native vegetation as feasible.
  - b. Irrigation systems which minimize runoff.
  - c. Use of reclaimed water.
15. Prior to the issuance of a building permit for construction of any use contemplated by this approval, the applicant shall enter into an agreement to mitigate school impacts with the Perris Union High School District and Val Verde Elementary School District, or pay school impaction fees consistent with State Law.
16. The applicant shall dedicate and improve parkland with in-lieu fees of \$800.00 per dwelling units to mitigate impacts associated with the development of the Specific Plan. It is agreed that the value of the 27 acres to be dedicated by May Ranch shall not exceed \$1,080,000.00.
17. The applicant/developer shall provide an area within Planning Areas 1, 2, 22 or 27 for local drop-off station for recycling of newspapers, glass and metal to mitigate impacts associated with solid waste disposal. The drop-off station shall be constructed pursuant to existing Perris City Ordinance.

#### PHASING CONDITIONS

18. Construction of the development permitted by the Specific Plan including recordation of final subdivision maps may be done progressively in stages, provided adequate vehicular access is constructed for all dwelling units in each stage of development and further provided that such development conforms substantially with the intent and purpose of The Specific Plan Phasing Plan (Figure 44).
19. The community parks, linear park and entry monument areas shall be developed with each phase as shown on the phasing plan (Figure 44) and as delineated below:

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December 5, 1988  
May Ranch Specific Plan  
Page 5

- a. Prior to the recordation of any final subdivision map in Phase II, the Community Park No. 1 (Planning Area 7) shall be improved, dedicated to The City and annexed into a landscape maintenance district.
  - b. Prior to the recordation of any final subdivision map in Phase III, the Community Park No. 2 (Planning Area No. 12) shall be improved, dedicated to the City and annexed into a landscape maintenance district.
  - c. Prior to the recordation of any final subdivision map in Phase IV, the linear park shall be improved and annexed into a landscape maintenance district subject to MWD approval. If approval can not be obtained from MWD for a linear park then the developer shall secure the area to prevent trespassing and improve, dedicate to City, annex into landscape maintenance district Community Park No. 3.
  - d. Prior to the issuance of the occupancy permit for the 3,330th dwelling unit the Community Park No. 3 (Planning Area 21) shall be improved, dedicated to the City and annexed into a landscape maintenance district.
20. The Phased improvements delineated on the Phasing Plan-Circulation (Figure 45) shall be installed by the applicant/developer. Any rephasing of construction must be approved by a Specific Plan Amendment. Prior to occupancy permits within any phase, all off-site and on-site improvements shown on on Figure 45 along with additional requirements set herein must be bonded for and/or installed as required by the City Engineer.

PHASE I

- a. Rider Street from Center Street to Redlands Blvd. and Center Street to Redlands Blvd. and Center Street from Morgan Street to Rider Street or Bradley Road from Morgan Street to Rider Street, and Rider Street from Bradley Road to Redlands Blvd. shall be improved with a

- minimum 24-foot wide asphalt concrete paving. Reconstruction, resurfacing of existing paving as determined by The City Engineer. A 10-foot wide left turn pocket 100 feet in length shall be constructed on Rider Street (eastbound) to Center Street (northbound).
- b. Installation of traffic signal Ramona Expressway and Center Street.
  - c. Bond for installation of traffic signal at Morgan Street (Loop Road) and Center Street. The signal must be installed when required by the City of Perris or prior to the recordation of the last tract map within the May Ranch.
  - d. The following curb to curb street improvements shall be installed.
    - 1. Center Street approach to Ramona Expressway (adjacent to Planning Area 1,2)-96 feet.
    - 2. Morgan Street- minimum 40 feet with intersection design at Center Street as approved by City Engineer.
    - 3. Loop Road- from Ramona Expressway to Morgan Street will vary between 54 to 64 feet within a 92-foot dedicated right-of-way as approved by the City Engineer.
  - e. All underground utilities along with future stub-outs located within street right-of-ways shall be installed prior to final paving, except off-site street improvements per phase.
  - f. Any off-site construction related to drainage, underground utilities or street improvements must have necessary right-of-way and agency approvals, i.e. (City, Flood Control, EMWD).
  - g. Landscaping and permanent irrigation facilities shall be installed with street improvements. Perimeter walls shall be installed adjacent to street improvements within each Phase. Where future phases are adjacent to street improvements access shall be restricted to the improved streets by temporary fencing or walls

- to be installed prior to building permits being issued for tracts adjacent to improved streets.
- h. Upgrading of existing traffic signal at Ramona Expressway and Center Street and Ramona Expressway at Evans Street will be completed with the development of Planning Area Number 2.
  - i. The May Ranch developer shall bond for signal improvements and install signals as directed by the City of Perris. The May Ranch developer shall bond for and install said signals as an off-set against the City Traffic Signal Fees. Should the cost of installation of said traffic signals exceed the total fees for traffic signals required by City Ordinance, the City of Perris shall reimburse May Ranch developer for all costs in excess of fees.

PHASE II

- a. Installation of traffic signals and/or upgrading of existing traffic signals at Rider Street and Loop Road, Bradley Street and Rider Street, Rider Street and McCanna Ranch Road and Rider Street and Ramona Expressway will be bonded in Phase II and installed as required by City Engineer or prior to recordation of the last tract map within the May Ranch.
- b. The following curb to curb street improvements shall be installed.
  - 1. Loop Road- from Morgan Street to Rider Street will vary between 54 to 64 feet within a 92-foot dedicated right-of-way as approved by the City Engineer.
  - 2. Rider Street from Ramona Expressway to Loop Road 64 feet.
- c. All underground utilities along with future stub-outs located within street right-of-ways shall be installed prior to final paving, except off-site street improvements per phase.
- d. Any off-site construction related to drainage, underground utilities or street improvements

- must have necessary right-of-way and agency approvals, i.e. (City, Flood Control, EMWD).
- e. Landscaping and permanent irrigation facilities shall be installed with street improvements. Perimeter walls shall be installed adjacent to street improvements within each Phase. Where future phases are adjacent to street improvements access shall be restricted to the improved streets by temporary fencing or walls to be installed prior to building permits being issued for tracts adjacent to improved streets.
  - f. The May Ranch developer shall bond for signal improvements and install signals as directed by the City of Perris. The May Ranch developer shall bond for and install said signals as an off-set against the City Traffic Signal Fees. Should the cost of installation of said traffic signals exceed the total fees for traffic signals required by City Ordinance, the City of Perris shall reimburse May Ranch developer for all costs in excess of fees.

Phase III

- a. Installation of traffic signal at Center Street and Rider Street.
- b. All underground utilities along with future stub-outs located within street right-of-ways shall be installed prior to final paving, except off-site street improvements per phase within May Ranch.
- c. Any off-site construction related to drainage, underground utilities or street improvements must have necessary right-of-way and agency approvals, i.e. (City, Flood Control, EMWD).
- d. The following curb to curb street improvements shall be installed.
  - 1. Loop Road- from Rider Street to Evans Road will vary between 54 to 64 feet within a 92-foot dedicated right-of-way as approved by the City Engineer.

2. Rider Street from Evans Road to Center Street- 64 feet or as approved by City Engineer.
  3. Rider Street from approximately 300' West of Center Street to West property boundary- 64 feet or as approved by City Engineer.
  4. Center Street approach to Rider Street (southbound)-86 feet.
  5. Rider Street approach to Center Street (eastbound)- 68-feet for approximately 300 feet.
- e. Landscaping and permanent irrigation facilities shall be installed with street improvements. Perimeter walls shall be installed adjacent to street improvements within each Phase. Where future phases are adjacent to street improvements access shall be restricted to the improved streets by temporary fencing or walls to be installed prior to building permits being issued for tracts adjacent to improved streets.
- f. The May Ranch developer shall bond for signal improvements and install signals as directed by the City of Perris. The May Ranch developer shall bond for and install said signals as an off-set against the City Traffic Signal Fees. Should the cost of installation of said traffic signals exceed the total fees for traffic signals required by City Ordinance, the City of Perris shall reimburse May Ranch developer for all costs in excess of fees.

PHASE IV

- a. Installation of traffic signals and/or upgrading of existing traffic signals at Center Street and Placentia Avenue will be in Phase IV and installed as required by City Engineer or prior to recordation last tract map within the May Ranch.
- b. The following curb to curb street improvements shall be installed.

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1. Center Street approach to Placentia Avenue- 48 feet half-width.
  2. Center Street approach to Rider Street (northbound) -96 feet.
  3. Placentia Avenue approach to Center Street- 96 feet.
- c. All underground utilities along with future stub-outs located within street right-of-ways shall be installed prior to final paving except off-site street improvements.
  - d. Any off-site construction related to drainage, underground utilities or street improvements must have necessary right-of-way and agency approvals i.e. (City, Flood Control, EMWD).
  - e. Landscaping and permanent irrigation facilities shall be installed with street improvements. Perimeter walls shall be installed adjacent to street improvements within each Phase. Where future phases are adjacent to street improvements access shall be restricted to the improved streets by temporary fencing or walls to be installed prior to building permits being issued for tracts adjacent to improved streets.
  - f. The May Ranch developer shall bond for signal improvements and install signals as directed by the City of Perris. The May Ranch developer shall bond for and install said signals as an off-set against the City Traffic Signal Fees. Should the cost of installation of said traffic signals exceed the total fees for traffic signals required by City Ordinance, the City of Perris shall reimburse May Ranch developer for all costs in excess of fees.
21. Development plan review application for improvement of the entry monuments, community parks, linear parks, median landscaping and roadway landscaping shall be submitted to the Department of Community Development for review and approval prior to the recordation of any final subdivision map within each phase as follows:



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- a. Phase I- Planning Area No. 7, primary entry at Center Street and Ramona Expressway, median planting on Center Street, primary intersection at Morgan Street and Loop Road (West).
- b. Phase II- Planning Area No. 12, primary intersection at Morgan Street and Loop Road (east).
- c. Phase III- Linear Park, primary intersection at Rider Street and Loop Road.
- d. Phase IV- Planning Area No. 21, secondary entry at Rider Street and project west boundary, primary intersection at Rider Street and Loop Road, Evans Road and Loop Street, median in Center Street.

The development plan review application shall include the following:

- a. Final grading plans.
- b. Irrigation plans prepared by licensed landscape architect.
- c. Landscaping plans with seed mixes for mulching, staking, location, type, size and quantity of planting. (Eucalyptus and Pepper Trees prohibited).
- d. Hardscape and fence plans, indicate any special treatment or buffer areas.
- e. Use of reclaimed water (as approved by City Staff and EMWD).

#### PLANNING AREA DEVELOPMENT STANDARDS

22. Development of the specific plan shall be in conformance with the planning area development standards contained in Section 3.8 with the following modifications:
  - a. Home occupations allowed pursuant to Perris Municipal Code within all residential zones.
  - b. R-10,000 Residential Standards.
    1. Average lot size shall be 10,000 square feet, minimum lot size shall not be less than 9,500 square feet.
    2. Building coverage shall not exceed 60%.

3. Side yards on interior or through lots minimum 5 feet.
  4. Patio covers may extend to within 10 feet of the rear property line.
  5. 3-car garage
- c. R-7,000 Residential Standards
1. Average lot size shall be 7,000 square feet; minimum lot size shall not be less than 6,650 square feet.
  2. Sideyards on interior or through lots minimum 5 feet.
  3. Patio covers may extend to within 10 feet of rear property line.
- d. R-5,400 Residential Standards
1. Average lot size shall be 5,400 square feet; minimum lot size shall not be less than 5,130 square feet.
  2. Sideyards on interior on through lots minimum 5 feet.
  3. Patio covers may extend to within 10 feet of rear property line.
- e. R-5,000 Residential Standards
1. Average lot size shall be 5,000 square feet; minimum lot size shall not be less than 4,750 square feet.
  2. Sideyards on interior or through lots minimum 5 feet.
  3. Patio covers may extend to within 10 feet of rear property line.
- f. R-4,500 Residential standards.
1. Average lot size shall be 4,500 square feet; minimum lot size shall not be less than 4,275 square feet.
  2. Patio covers may extend to within 10 feet of rear property line.
  3. Minimum sideyard shall be 3 feet with no

encroachments.

- g. R-4,000 Residential Standards.
  - 1. Average lot size 4,000 square feet; minimum lot size shall not be less than 3,800 square feet.
  - 2. Patio covers may extend to within 10 feet of rear property line.
  - 3. Minimum sideyard shall be 3 feet with no encroachments.
  
- h. Multi-family Development Standards.
  - 1. There shall be 2 covered off-street parking spaces per unit.
  - 2. In addition to tenant parking, uncovered visitor parking shall be provided at a rate of 1 space for every 3 units in the development.
  - 3. Minimum site landscaping shall be 15%.
  - 4. Maximum lot coverage shall be 50%. Lot coverage shall include all buildings, carports, garages, etc. but not driveways, walkways, or uncovered parking areas.
  - 5. Private Open Space.
    - a. Each individual ground floor unit of a single-family dwelling shall be provided with a minimum of one hundred fifty square feet of contiguous and usable outdoor living space, exclusive of any front yard, which shall be enclosed by a solid fence, wall or other approved screening, six feet in height and the rectangle inscribed within such private open space shall not have a dimension less than ten feet. Not more than seventy-five square feet of private open space for ground floor dwelling units shall be covered by an overhanging balcony or patio roof. Patios and

balconies may be included in the calculation of private open space.

- b. Each individual dwelling unit, a multifamily dwelling having no ground floor living area shall be provided with a minimum of seventy-five square feet of aboveground private open space and the rectangle inscribed therein shall have no dimension less than five feet. All aboveground private open space shall have at least one exterior side open above the railing height.
- c. Each square foot of private usable open space provided beyond the minimum requirements of this section shall be considered equivalent to one and one-half square feet of the required common open space provided in the multiple-family dwelling project other than in a common pooled area.
- d. Private open space shall be adjacent to and not more than four feet above or below the floor level of the dwelling unit served.

6. Common Open Space.

- a. Each unit of a multiple-family dwelling shall be provided with a minimum of one hundred fifty square feet of common open space, exclusive of driveways and sidewalks. Portions of yards (excluding the front yard and private open spaces) which are contiguous to all units in a multiple-family complex, pools, paved recreation areas and indoor recreational facilities may be included in the calculation of common open space, Not less than thirty percent of the required open space shall be in permanent landscaping, Such

landscaping shall be comprised of live plant materials with permanent irrigation facilities and automatic timers installed.

- i. Community Commercial Development Standards.
  1. Uses Permitted. The following general uses shall be permitted subject to Development Plan Review.
    - (j) Delicatessens, or meat, fish or poultry stores provided no slaughter or dressing of meat on premises.
    - (z) Department stores.
    - (aa) Hotels or motels.
    - (bb) Restaurants, cafes with incidental on-site consumption of alcoholic beverages.
    - (cc) Family Cinema or Family Movie Theater.
  2. Conditional Uses
    - (18) Recreational vehicle storage lots.
  3. Accessory Uses
    - (3) Temporary signs require temporary use permit.
  4. Off-street Parking and Loading Zones
    - (1) There shall be a minimum of 15% parking lot landscaping, with 1 tree for every 7 parking stalls. The 15% landscaping requirement shall be calculated based upon the parking area only. The parking area is defined as the 9' X 20' parking stall and the access to parking stall.

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23. Conceptual access points as delineated on Figure 31 are not approved, access will be addressed during the development of each planning area.
24. The developer shall provide bus pull-out areas within the adopted Specific Plan. Location and number of bus pull-outs will be coordinated with RTA and school districts.
25. Prior to recordation of the first subdivisions map the applicant shall file a General Plan Amendment which designates the following:
  - a. Bradley Road between Morgan Street and Rider Street as a Secondary Highway 88-foot right-of-way.
  - b. Center Street as an Arterial Highway 110-foot right-of-way and realigns as shown on Figure 31.
  - c. Rider Street as an Arterial Road 92-foot right-of-way and realigns as shown on Figure 31.
  - d. Morgan Street as Collector Road 60-foot right-of-way and realign as shown on Figure 31.
  - e. Loop Road as an Arterial Road 92-foot right-of-way and realigns as shown on Figure 31.
  - f. Placentia Avenue as an Arterial Highway 110-foot right-of-way.
26. Prior to the issuance of building permits, the applicant/developer shall provide fire protection fees in accordance with the recommendations of the adopted Public Safety Study.
27. Prior to the issuance of building permits, the applicant/developer shall pay Areawide Circulation Improvement Fees in accordance with the recommendations of the adopted Areawide Circulation Improvement Study. The May Ranch developers shall be credited against such fees for any Area-Wide circulation improvements constructed and paid for by the May Ranch development.

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28. All buyers shall be notified that the Annual Farmers Fair is located in close proximity to the May Ranch Specific Plan and residents may be subject to periodic fair event congestion, noise, lights, etc.
29. The applicant/developer shall provide a landscape irrigation system and front yard landscaping including 1-15 gallon tree for all residential lots except in Planning Area 16 and 19 (R-10,000 lots) prior to the issuance of occupancy permit.
30. A development review application shall be submitted to the Department of Community Development for all tentative subdivision maps within the May Ranch Specific Plan.
31. Prior to the recordation of the first subdivision map within the May Ranch Specific Plan, the developer shall pay their fair share of fees toward the construction of the permanent crossing of the Perris Valley Storm Drain Channel at Rider pursuant to the adopted Area-Wide circulation Improvement Study.
32. The Specific Plan shall conform to all the recommendations of the Riverside County Flood Control and Water Conservation District letter dated 10/18/88 (attached).
33. The Specific Plan shall conform to all the recommendations of the Riverside County Fire Department letter dated 10/19/88 (attached).
34. The development of each Planning Area within the Specific Plan shall emphasize curvilinear streets and varied setbacks.
35. The May Ranch Specific Plan Development Area must annex to the Landscape Maintenance District and Street Light Maintenance District prior to the recordation and annexation of each individual tract map within the Specific Plan Area.

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